

**INSIDE: THE IMAGES OF '85**



# Maclean's

DECEMBER 23, 1985

CANADA'S WEEKLY NEWSMAGAZINE

\$1.75

## THE TRAGEDY AT GANDER



**New concerns about air safety**



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## THE IMAGES OF 1985



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## A YEAR OF CONTRASTS

As Canadians approach the New Year, Maclean's recaptures the mood of 1985 through images and quotations of memorable events and people. An author and journalist, Walter Stewart notes in his introductory essay, it was a year to celebrate and to mourn. Indeed, as the package was being prepared for press, Canadians were shocked to learn of the country's worst aviation disaster, in Gander, Nfld., adding more victims to the worst year in history for aviation fatalities. Meanwhile, around the world natural disasters claimed the lives of thousands. But there were moments of joy as well: one-legged runner Steve Papp's triumphant 8,000-km Journey for Love, and the entertainers who collectively performed live, raising money for worthy causes while they brightened the level of awareness among citizens of the world for their social responsibilities.

—Page 27



**The fiery tragedy at Gander**  
The crash at Gander, Nfld., last week of a jetliner carrying U.S. troops added 156 victims to what was already the worst year in civil aviation history.

—Page 6



## The Buxbaum case

"A cruel case of murder" (Canada, Dec. 2) suffers from errors of omission. Firstly, Terry Ames never testified that Patrick Allen was *not* the same of the murder when it took place. Because of a close encounter with the *off* during a morning rehearsal of the murder, Patrick Allen begged off. In spite of that he was convicted of conspiracy and is now serving a nine-year sentence. Secondly, you describe the testimony of Helma Wagner, (Helmut Buxbaum's brother-in-law, as "one of the most chilling moments in the trial." There was nothing chilling about a man telling his wife to knock if he knew nothing of the events that were to unfold. Your presentation of Buxbaum's guilt is the only thing that could have stood such an expression. Thirdly, the crucial statement by Terry Ames that Helma Buxbaum said to her husband in the car just before the shooting, "No, honey, please, not this way," appears to be most *un*convincing. It is a good deal of credibility when it was brought out in cross examination that previously Ames had given three separate statements to the police and not one was there any reference to that exact alleged comment of Helma Buxbaum's.

LINDA WEAVER,  
St. Catharines, Ont.

## Correcting an imbalance

I would like to clarify some statements attributed to me by Moolson's "Theaterizing the Imbalance," *Medicine*, Nov. 26). When I was contacted regarding appropriate medicine, I told your reporter that I had no idea what the treatment was. He, in fact, was the one who told me that



Helmut Buxbaum, most incriminating

it was a treatment based on herbs. I then told him that, in the case of any treatment which was not conventional in a medical sense, the college takes the position that so long as the treatment is not harmful and the conventional medical treatment is explained, it is then up to patients to decide for themselves which treatment they prefer. At no time did I say approved was not harmful. Regarding the statement that the college "has no objection to the Ottawa centre," your reporter made only passing reference to the centre, to which I did not respond. To say the college has no objection implies that the centre has been investigated and approved.

LINDA WEAVER,  
The College of Physicians and  
Surgeons of Ontario,  
Toronto

## If the shoe fits

Allan Petheringham suffers from a severe case of tunnel vision ("Why the ladies dress so fancy," *Canada*, Nov. 21). In his *aperte* reports on the phenomenon of wearing running shoes to and from work, he leads one to believe that it is only restricted by upwardly mobile women seeking "revenge" on the opposite sex. The "jouncing shoes" phenomenon, however, is a sign that people are walking farther than merely from the bus stop to the office door. Perhaps Petheringham should be doing more than *surrounding* his symbols. Now that would be a step in the right direction.

—ELAINE BURKE,  
Project Manager,  
National Physical Activity Work,  
Rivers, Ont.

Letters are edited and may be condensed. Writers should supply street address and telephone number. Send correspondence to: Letters to the Editor, Maclean's magazine, Box 100, Toronto, Ont. M5G 1S7.

## PASSAGES

**ELLECTED** Alberta Premier Donald Getty, 54, is a byproduct in his former riding of Edmonton. Whiteman Delgato is a Conservative leadership convention elected him leader on Oct. 23 after Peter Lougheed announced his resignation on June 26. Getty, Lougheed's enemy minister from 1979 to 1983, was 60 per cent of the byproduct vote.

**RECOVERED** Swedish diplomat Raul Wallenberg, credited with saving thousands of Jews from extermination in the Second World War Nazi death camps, by the Canadian Parliament, which agreed to make him an honorary Canadian citizen. Wallenberg remains that he is almost a Soviet prison. If so, he is 73.

**AWARDED** The Lou Marsh Trophy as athlete of the year, for the third time in four years, to Edmonton Oilers centre Wayne Gretzky, 24, by Toronto sports writers and editors.

**WON** The second women's World Cup downhill race of the 1985-86 season at Val d'Isère, France, by Lucie Gahan, 35, of Inverness, Ont. Canada's premier women Alpine skier placed second in the inaugural race started by the legendary coach of Australian racer Christine Fultz, 18, who remained in critical condition.

**CHOSEN** Canadian Labour Congress executive Shirley Carr, 58, by the 35-member executive council, as its official candidate to succeed Dennis McDermott as president of the 100,000-member organization. The move almost guarantees that the congress convention in Toronto from April 28 to May 2 will elect Carr as the first woman CIO head.

**DEED** Academy Award-winning actress Anne Baxter, 60, in New York, after suffering a cerebral hemorrhage on Dec. 4. Baxter played *Victims* Cabot, a wealthy widowed hotel owner, in the current ABC TV series *Hotel*.

**RECOVERING** French nurse Marcel Marceau, 52, from major surgery, for a perforated stomach ulcer, in Moscow's Bishin Hospital.

**DEED** Hall of Famer Earl F. Grimes, 52, a five-time 25-game winner known as the last *spring* pitcher of snow, in Clear Lake, Wis., where he was born. Grimes also managed Triple-A clubs, including the Montreal Expos and the Toronto Maple Leafs.

**RETIRED** Admiral Sergei Gorbachev, 73, the man who built the modern Soviet navy, as its commander-in-chief, replaced by his former chief of staff, Admiral Vladimir Chernomyr, 57.

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Q&A: MAJ.-GEN. LEONARD JOHNSON

## A peaceful general

*Maj.-Gen. Leonard F. Johnson, 56, is the only Canadian member of a group of retired NATO generals and admirals known as "Generals for Peace and Disarmament" which advocates multilateral disarmament. The group of 12 officers was formed in 1980 in Western Europe by retired senior military personnel who shared a conviction that neither NATO nor the Warsaw Pact countries were doing enough to curb the arms race. Johnson served in the Canadian Reserve Army from 1944 to 1961 and joined the Royal Canadian Air Force in 1950 for active service, retiring in 1954. During that time he served as commander of the Montreal Cadet College in Kingston, a school that offers courses to senior military and civilian personnel. Recently, he visited Central America for the Canadian public advocacy group, Non-Intervention in Central America. After his return he spoke to Maclean's correspondent Jonathan Vincent in Toronto.*

**Maclean's:** What do Generals for Peace do? How do they promote their ideas?

**Johnson:** We meet occasionally and discuss issues of strategic importance. We also correspond with one another, sharing information and devising approaches to joint complicated problems. After arriving at basic agreements we submit presentations to decision makers, lecture at meetings and conferences and write a lot of essays. Basically, we hope to serve as a voice of reason.

**Maclean's:** What do you think of Star Wars?

**Johnson:** Aside from doubts about its feasibility, the system is likely to be enormously destabilizing and lead to at least one in space and make nuclear war more likely. The weight of informed opinion is moving against it.

**Maclean's:** Are the Strategic Arms Limitation Talks useful?

**Johnson:** The SALT agreements are basically good. They curb and regulate nuclear weapons. Therefore, they should be upheld and improved. Long-hauls that permit the development and deployment of weapons not adequately specified in the regulations, such as cruise missiles, should be removed.

**Maclean's:** What is the best way to achieve global security?

**Johnson:** The proliferation of arms is certainly not leading to any acceptable degree of global security — just the contrary. Only the eventual abolition of global armament acquisition can fully reduce the risk to our



Johnson: life with constant tensions

global security on a long-term basis. **Maclean's:** Why are you concentrating on Central America, and what should be done about tensions there?

**Johnson:** It is our neighbours. And we should work to halt foreign intervention, whether such intervention is military or financial, such as support of covert activities. Let the Central American peace process work and allow for a non-interventionist development that involves all sectors of Central American society. Continued deterioration of economic and social conditions will bring disease, hunger, terrorism, revolutions and a stream of refugees heading north. The North cannot handle the upsurge.

**Maclean's:** How do Latin Americans view the United States and Canada?

**Johnson:** Latin Americans see Canada as a friend of the United States and they assume that such a friend can exercise some influence on U.S. policy.

**Maclean's:** Do you anticipate a nuclear war within the next 25 years?

**Johnson:** Nobody wants a nuclear war and nobody intends to start one. However, it is possible that such a war might break out — not intentionally but because no individual can live under constant tension for a long time without losing control. The conditions for a nuclear war have been created, and its prevention is the paramount concern of every citizen. ☐

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## COLUMN

# Dilemma of the working parent

By Barbara Amiel

Last week I sat with a woman just like me in a London, England, fifth-floor office. She had just learned she would never have a baby. The doctor who had been treating her did not break the news himself. He sent her instead to the nurse-administrator to deal with weepy women. The nurse was a nice lady. It wasn't her fault that as she spoke all the woman could see was a large black crow sitting on the nurse's shoulder. The crow was just sitting there, its beak held yellow, ready to peck out her insides. She hoped it would.

Outside my window the lawnside bushes have no flower on them, only reluctant, spiky leaves. On my record player, Merrill Fries is singing the Rialto Mass aria from the opera *Carandora* (shortened, her voice soaring in prayer). All operas pray for love at least, once an opera, and we all pray for it more than that in life. I was allowing myself to wallow.

This column, though, is not for wallowing or for the personal disappointment of being childless. It is for young girls.

I am 46 years old. Behind me is a career of some small achievement, a lot of late nights, a life of both pleasure and hard work—the two inextricably mixed, feeding as one another. It is a story I share with many women to some extent.

When we were young, there seemed nothing that could not be solved by ambition and hard work or some practical solution. We grew into womenhood just as the time we were coming into our own. We felt no urge for a baby, except during those sudden moments when a friend or relative would put a sweet-smelling powdered bundle into our arms and a pink hand with barely visible nails would reach out of the crocheted shawl and clutch us. We put our responses down to the sentiment of the moment, that sudden rush of feeling, the urge to hold and stroke and nurture. We wanted more than sleeping nights, more than evenings stopping formula bottles, more than months and years of picking up after a child and watching the parade go by.

So we waited. Our agency was focused single-mindedly on our "careers." After all, the magazines were full of stories of first-time moms in their late 30s, even 40s. All the child-

less women we knew who were in our age group were familiar with their names: there was actress Shula Aronson, who had her well-publicized baby at age 42. There was clever American author Nora Ephron, 35, married at the time to *Watergate* journalist Carl Bernstein. Her pregnancy coincided with so many magazine stories on the phenomenon of older women giving birth that Ephron raised worry that she was leaning on the leading edge of a trend—love, marriage, careers and then babies. Heck, it seemed we could have everything.

Everything? Well, perhaps, for the very exceptional or the very lucky, everything is possible. For some of us, who learned too late about the difficulties we might have in conceiving, it turned out not to be possible. Medical difficulties detected in the mid-30s can be healed—but not as an easily as those detected in the mid-20s. It is estimated

***The idea that a man and a woman, each pursuing serious careers, could share the job of parenting is ludicrous***

that 25 per cent of married women are now facing problems of infertility. No one is quite certain what is causing the problem. Most doctors feel that at least part of these statistics has to do with postponing pregnancy too long. One can't speak scientifically, but when nature is thwarted by contraceptive drugs, induced abortions and new trends, such as later marriages and women in high-stress jobs, it seems likely that some prior has to be paid in fees, nature will adapt. But time in that sense can mean thousands of years.

There is no overwhelming consensus in all of this. Changes in the role of women will continue, and most of these changes are beneficial to both women and society. In fact, it is unfair to blame the feminist movement or overworking ambition for the ambiguity many women feel about having a child in their early years. Some glaucous doctors simply assert themselves too late. The truth is that a lot of women don't get the hormonal rush that maternal instinct, at an early age. When this feeling is absent, most get

out and get a job. The difficulty comes when women get their sights not just on a job but a career.

A career differs from a job in that it requires a dedication to the labor force and a stream of energy outside regular working hours that is virtually incompatible with married life. It is, alone, modest in that there is one substantive and wrong idea that feminism has helped spread, it is the idea that motherhood and early two-parent careers can somehow be re-ordered if both parents are liberated enough to share parenting. The cruel truth is that a baby takes a great deal of time and energy. Babies are not incompatible with a job, but they are incompatible with serious ambitions in the work place. The idea that a man and a woman, each beginning the pursuit of serious careers, could somehow "share" parenting is ludicrous. The dilemma cannot be solved by having two people work half-time on the way up the executive ladder or you will end up with two failed careers. Serious careers cannot be pursued only three days a week.

Frankly, it is difficult enough for two people who both want high-powered careers to be married at all, let alone have children. This is no news, of course, and it is the reason most women faced with the dilemma between family and career have chosen to have their children first. The moxie biological and sociological sense, but it does mean coming face to face with that unpleasant sense called "delayed gratification" if you are an ambitious woman. This sort of attitude is increasingly difficult, but as it is by the glossy-magazine view of a life in which we can all have everything.

I mention these home truths not to discourage women from becoming symphony conductors or scientists, nor to suggest that young people in love shouldn't get married and help each other pursue their career ambitions—without children.

I bring it up to put a teeny weight on the problem of women's liberation—a peace, just as a truce, while we catch our breath and assess our options. I mention it to try and make sure that the large black crow that some of us see every day now may cast his relentless shadow over fewer women. There is nothing more unbecoming to one's physical and mental complexion than regret at what might have been.





CANADA/COVER

# TRAGEDY AT GANDER

icy rain fell from the dark, predawn sky, but at Newfoundland's Gander International Airport, young American soldiers were in high spirits. After a month's tussle with the multinational peacekeeping force in the Sinai Desert they were making the final refueling stop before taking off for Ft. Campbell, Ky., and a Christmas homecoming. Cynthia Godoyne, working the overnight shift at the airport's duty-free shop, smiled as the servicemen sang along and danced to piped-in Christmas music. They bought presents for loved ones—perfume, stuffed animals, maddies, even two crystal beads perched on a rock. "Merry Godyear," "I said to one young fellow, "You're going home at last? And he said, 'I hope so.'" Many men, making their first visit to the remote airport tucked out of a hardwood forest, bought T-shirts that read, "I survived Gander, Newfoundland."

**Explosion.** At 6:54 a.m., just moments after the chartered DC-6 carrying the American soldiers—and 102,000 lbs. of fuel—took off from Runway 25, it suddenly tilted, plunged over the Trans-Canada Highway and crashed into the woods. "I looked around and the sky lit up," said our rental attendant Judy Parsons, who was in a parking lot scraping steel from her company's cars. "It lasted all of about two seconds and then there was an explosion. I heard no noise, just was a big ball of fire." By the time rescue workers arrived at the burning wreckage minutes later, all 255 passengers—348 soldiers and eight civilian crew members—were dead.

Last week's crash was the worst air disaster ever on Canadian soil. The

tragedy at Gander, a loss of 13,800 people 200 km northwest of the provincial capital of St. John's, also caused the 1985 world total of deaths from airplane disasters to reach 1,344, the highest tally in the annals of commercial aviation (page 12). By week's end the cause of the latest crash was still unknown. Investigations for the Canadian Aviation



Boag: a precise cause remained elusive

tion Safety Board (CSAB), joined by the RCMP and U.S. aviation personnel, sifted through the grisly and still-unexploded rubble. They found the cockpit voice and flight data recorders of the 18-year-old jet, both were badly damaged, but officials in Ottawa said that they had retrieved some "useful infor-

mation" from the data recorder.

In Gander, authorities completed the grim task of gathering the identifiable human remains. Staff deputy investigator in charge, David Owen, on Thursday: "We can't confirm the exact number of bodies at this point in time. We have a number of body parts, as you can appreciate." By Saturday authorities were preparing to move the remains out of a makeshift morgue in Hangar H1 onto two C-46 Stinson cargo planes for transport to Dover Air Force Base in Delaware. The White House announced that U.S. President Ronald Reagan and his wife, Nancy, would attend memorial services for the victims at Ft. Campbell.

**Details:** Although Canadian and U.S. authorities released no specific details of their investigation, Gander residents—and about 100 reporters—began to speculate about why the McDonnell Douglas-built "Stritch" (so-called because the theory focused on the fact that the pilot of the plane did not order de-icing of the craft's wings, despite the freezing drizzle) for buildup has played a part in previous air accidents, including the Washington, DC, crash of an Air Florida Boeing 767 into the Potomac River in 1982. But the pilot of an Eastern Provincial Airways Boeing 767 that took off safely from Gander minutes before the DC-6 crash did not suggest de-icing either.

The operator of the crashed jet was Miami-based Arrow Air Inc., which was a worldwide contract to transport U.S. servicemen. Last year, in a nationwide inspection, the U.S. Federal Aviation Administration (FAA) concluded that Arrow's maintenance procedures and record-keeping were faulty and fined the airline \$50,000.

(U.S.) But, said a spokesman Roger Meyers, the infractions "weren't serious enough to yank its certification."

**Breakdown:** But at week's end an Arrow spokesman confirmed reports that the jet had a flawed history. On Nov. 15 the plane, carrying 99 marine reservists, was involved in an aborted takeoff in Grand Rapids, Mich., during which the left section hit the runway with a jolt. After men and equipment were moved from the rear of the crash, it took off and completed the flight without incident. On July 25 the same plane was carrying members of the

sevens called to a foreign news agency claimed responsibility in the name of the terrorist group Islamic Jihad. The pilot said the group, collaborating with the Egyptian Arab Movement, had plotted a bomb threat to go off as the plane landed in the United States, but that it exploded in Canada because of a delay on the flight's first refueling stop in Cologne, West Germany. Canadian and U.S. officials said they doubted the claim. Preliminary evidence, they said, suggested that the explosion occurred not in the air but on impact. Said an RCMP spokesman,

"There are no words, there are no words."

**Numbers:** Since July the troops had served in the Sinai as part of a 2,400-member, 18-nation peacekeeping force that oversees the 1978 Camp David peace accords between Egypt and Israel. For all the potential danger of the



Crash site and (opposite page, top) Arrow Air DC-6. Investigators sifted through the grisly and still-unexploded rubble

Kentucky Air National Guard and Ohio Air National Guard when it was forced to abort a takeoff from the airport in Toledo, Ohio.

In another incident—unconfirmed by Arrow—Randy Stern said that when he was working for Serv-Air Inc., a company that does subcontract work for airlines, he helped to service the DC-6 at McCord Air Force Base in Tacoma, Wash. Stern said in a TV interview that, in addition to problems with interior lights, tires and brakes, the number 3 engine had a malfunctioning valve that caused "compressor stalls." Stern said that two Arrow Air mechanics installed new valves but did not change a faulty filter. As a result, Stern said, he refused to include his name on the plane's maintenance log. But Arrow was hardly the only airline in the post-crash inquiry in Beirut, an uncer-

tainly nothing to indicate any act of terrorism.

**Servant:** Whatever the cause, the crash was a devastating blow to one of the most storied outfits in the U.S. Army. The victims were members of the 3rd Battalion, 32nd Infantry of the 101st Airborne Division—the division known as the "Screaming Eagles." During the Second World War the 101st spearheaded the D-Day invasion at Normandy, and at the Battle of the Bulge the commander refused to surrender to the Germans with a defiant one-word answer: "Not a." Last week, days few at half-staff at the division's home base at Ft. Campbell near Hopkinsville, Ky., set in the rolling hills along the Tennessee border, where families of the returning servicemen had planned a gala Christmas "Homecoming" program and that "The loss, tragic at any time, is espe-

cially painful at this holiday period." Prime Minister Brian Mulroney wrote Reagan to express the "profound sorrow" of all Canadians. But at Ft. Campbell, pain was nearly a private thing. Said Barbara Funder, whose husband was killed on the flight, "There are no words, there are no words."

The next stop was Gander. Built in 1955 when Newfoundland was still an English colony, the airport was then one of the world's largest and served as a strategic link in the North American defense chain during the Second World War. Later, as jets replaced

prop planes. Gander's role as a refueling point diminished. Still, it remains a regular stopover for Cuban, Soviet and Czechoslovakian airliners—and a popular jumping-off point for defectors. The jet's carrying the U.S. soldiers landed at Gander at 5:34 local time. While some of the servicemen bought gifts, others called home. When

mind was, the poor beggars. And the poor devils waiting for those coming home for Christmas."

**Meridian:** Gander officials based in Montreal, N.S., 700 km from Gander, raced to the scene, followed by a seven-member team of investigators from Ottawa. A second group from Gander via C/NR Uplands in Ottawa arrived 3½

hours, a trail of debris almost a mile long. Still, there were jarring artifacts from a doomed voyage: soft-drink cans, a roll of toilet paper, a green army dudd—long split open to reveal a grey tunnel and a faded pair of blue jeans.

J.F. Campbell was in a state of shock. On the drizzly morning that the plane was scheduled to arrive, the base had



Bodies in danger, the makeshell merge? "We can't confirm the number. We have a number of body parts, as you can appreciate."

Sgt. Rudy Parris, 41, reached his wife, Makela, by phone she asked why he was calling because he would shortly be in Kentucky. Sgt. Parris: "I just wanted to talk to you." Then he ran to catch the plane.

Minutes later the DC-8 lay in flames near Gander Lake, 1,000 yards from the end of the runway. In the urgent hours, air-traffic controllers quickly dispatched an emergency team. It arrived to find the burning wreckage—and no survivors. "A lot of the smaller fires turned out to be human beings," said volunteer fireman Keith Head. The flames were still burning when local CBC television reporter Larry Hyslop was allowed on the site 20 hours later. He could see a swath of torn forest where the plane had completed its plunge. "It didn't look real," he said of the scene. "The bodies looked like mannequins. There wasn't any blood around." Added Hudson: "The thing that was going through my

hours later. Joining the Canadians was a 30-member U.S. military team, including morticians and forensic experts. Canadian authorities said that Egyptian and West German authorities would be asked to study the jet's reefittings and reefordings in Cairo and Cologne. "It's a detective job," said investigator Bill Monev. "The key is to gather more information than you'll ever need so you won't find out too late you've missed something important."

**Jarring:** Montreal's staff correspondent Michael Ross, who toured the crash site, reported that some pieces of the plane were lodged in trees. Beside a rutted road that ran in line with the runway on the other side of the Trans-Canada lay a large bank of blue-and-white dunes, a charred U.S. flag dead still evident above the windows. Nearly were a burned engine and part of the wheel assembly. But there was eerily little wreckage. The plane had, in effect, disintegrated,

been decorated with tinsel signs proclaiming "Welcome Home" and "Merry Christmas." Members of the army band played instruments at the base gymnasium for a celebration. Michelle Givens, 22, whose husband, Gary, was due back on the DC-8, arrived at the gym at about 5:00 a.m. to help with the coffee and cake. She left her two young sons home in bed. When she heard the first reports of the crash, she cried. "Oh no, oh my God. I don't believe it. What about my kids?" Her sister, 38-year-old Joyce Ramsey, was also waiting at the base for her boyfriend, Mark Carter, who had phoned her from Gander. The couple planned to get married during the Christmas holidays. "He can't be dead, he can't be dead," Ramsey sobbed. "I just talked to him."

Until authorities began releasing the list of dead, families clung to the slimmest of hopes. In a few cases, that was enough. Pauline Carlin said her



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son, Chris, who was scheduled to be on the flight, called from Israel where he had decided to visit his girlfriend. "I'm okay, but I lost a lot of friends," he said. His mother cried out, "Thank God, thank God you're safe." For his part, Mrs. Harrington stropped his passport and was refused permission to board the plane in Cairo. Bad kin

ved no unusual conversations between the pilot and the contraband. **Secrecy:** Investigators also turned their attention to Arrow Air - and the DC-8 jet. The airline was founded by George Batschler in California in 1947 but shut down after seven years of operation. In 1985, after Washington de-regulated U.S. airlines, the airline

the brother, but the company paid the \$24,000 in fines. And according to the FAA safety evaluation, the inspectors said that the carrier's management and employees had responded with "total honesty" and a strong desire "to make Arrow the best in the industry." Following last week's crash, FAA spokesman Frank Laplan said Arrow,



Burning fire shortly after crash: the pilot did not order ditching of the plane's wings despite the flaming wheels.

opened for business in Miami. Arrow operates regular passenger service to the West Indies, but its large charter business includes a \$10-million contract with the U.S. military. The crashed DC-8, built in 1968, was one of 12 planes in Arrow's fleet. At least three companies operated the plane before Arrow bought it last year. By the time it reached Gander last week the jet had logged about 50,000 flying hours about seven for a DC-8. In any case, said the FAA's Roger Meyers, "the chronological age of the plane is of absolutely no importance. Planes 20 and 30 years old are quite safe. It's a question of their maintenance records."

Still, Arrow's maintenance record was hardly unblemished. In early 1984 the FAA's order from the department of transportation, underwent a nationwide "white glove" survey of airline maintenance procedures. Arrow and 29 other carriers then were subjected to more detailed study. The most serious violations against Arrow was that repair jobs - many minor but some more significant - were not assigned for several weeks.

Arrow never formally admitted to

working under the agency's continued surveillance, but maintained a "ceaseless operation."

**Impact:** In the Commons, Liberal Leader John Turner demanded that the Canadian government reassess deregulation in the United States to determine its impact on safety and maintenance - before Canada launches a similar airline policy next year. Transport Minister Donald Munro-kowski brushed off Turner's link between deregulation and the Gander disaster. But that was a political fight for another time. The time now belonged to the 226 Americans who perished in Newfoundland, and the families who mourn them. How people who barely knew the victims could not get on terms with their deaths. In the Gander gift shop, vendor Cynthia Goodwin said, "I keep hoping I'm going to wake up and find out it was all a dream."

**—BRIK LEVIN was CHIEF WRITER, MURDER and FBI FILES in Gander, NEARLY MURDERER in GANDER, IAN AGRESTI and WILLIAM LORIMER in Washington. PETER KILBERT in Miami and PETER LEVIN in Toronto.**

# Aviation's deadliest year

## COVER

It was already a record year in the history of civil aviation. Even before Arrow Air's DC-8 exploded in the barren Newfoundland forest outside Gander last week, air disasters around the world had killed 3,082 people. And more than half that number died in one two-month period which began

Aviation Organization (ICAO) in Montreal declared "It is still two times as safe to fly now as it was 18 years ago." Industry estimates of the dangers of flying do not account for the dramatic increase of mass death. Instead, they are based on a complex equation that computes the number of air passengers in a given period and how far they fly.

Some say that some airlines have begun to trade off safety for the sake of profits. Investigations are still open on many of the year's fatal incidents. But experts say that instead of a single common thread connecting this year's spate of airline tragedies—and helping to explain them—there are, instead, several likely causes. Prominent



Wreckage of Delta Airlines jet after August crash at Dallas-Fort Worth airport; many more dramatic images of mass death

with the mysterious disappearance of Air-India Flight 182 over the Atlantic Ocean last June 23 and ended on Aug. 12 when Japan Airlines Flight 123 slammed into a mountainside north of Tokyo—the worst single-plane disaster ever. The Gander crash also had some unique distinctions: it was the worst air accident on Canadian soil and it claimed more victims (285) than the total number of people killed on all non-charter scheduled commercial flights in the world in 1984. But in the wake of the Gander tragedy last week, aviation industry officials were already repeating familiar reassurances about the safety of air travel. Indeed, a spokesman for the International Civil

Aviation Organization (ICAO) says that a passenger is likely to fly more than 200 million miles before dying in an air crash. The industry also says that flying is at least 10 times safer than traveling by car. But such statistics often fail to allay the fear of flying that grips many passengers who, in 1985, had troubling new factors to consider. For one thing, terrorists have begun preying on commercial airlines with far more destructive results than those suffered during the first wave of jet hijacking in the 1960s. And the intense competition sparked by the 1979 deregulation of U.S. commercial aviation—a practice that Canada plans to adopt in 1986—has also produced con-

cern that some airlines have begun to trade off safety for the sake of profits. Investigations are still open on many of the year's fatal incidents. But experts say that instead of a single common thread connecting this year's spate of airline tragedies—and helping to explain them—there are, instead, several likely causes. Prominent

ing tookoff from Manchester's Ringway airport, sparking a fire in the plane's fuel tanks that killed 64 passengers. It was the seventh time in four years that a 740 engine had exploded. Speculation that cracks in the engine's combustion chamber caused the accident prompted the U.S. Federal Aviation Administration (FAA) to order inspection of all similar engines on domestic carriers. Then, 15 days later, the starboard 740 engine of a Midwest Express Airlines 70-9 caught fire and fell off shortly after takeoff in Milwaukee, Wis. The plane rolled over and burned for several minutes, killing all 81 aboard.

**Pitfalls:** Subsequent inspections revealed no basic design problems in the engines. But they did draw public attention to the fact that flaws such as combustion chamber cracks are common in heavily stressed jet engines. Usually, they are detected in routine inspections and repaired. But some observers are concerned that the incidence of such flaws has reached unacceptable levels because of the increasing use of older aircraft and engines in the world airline fleet. Last month The Dallas Morning News reported that before 1978, metal fatigue and corrosion were responsible for 21.4 per cent of all crashes caused by equipment failures. But the report went on to note that in the four years following deregulation, that figure jumped to 38.7 per cent. And in the past 14 years the average age of the world's airline fleet has doubled to 30 years from five, largely because new carriers have purchased used aircraft to assemble their fleets. The 740-6 involved in the Milwaukee crash was almost 20 years old.

Critics acknowledge that the age of a plane is itself does not make it dangerous. However, they note that a recent decline in maintenance standards has made the increasing use of "gritlike jets" assembly hazardous. But there are no publicly available statistics supporting the contention and no proof that U.S. airline deregulation, coupled with increasing competitive pressures around the world, has, in fact, led to shoddy maintenance. Declared James Ott, a senior editor with the U.S. magazine Aviation Week: "It is impossible to maintain that deregulation and cost cutting have impacted on safety, and, other aviation professionals would agree, new emphasis on operating efficiency is encouraging many airlines to perform only minimum required maintenance. Rod Norman Foster, in Air Canada

point and president of the Canadian Air Line Pilots Association. "When the highest priority is economic survival, then safety must take a back seat, and there is disturbing evidence that the traditional safety margins in the industry are already being eroded." For his part, Michael Ransden, editor-in-chief of the London-based magazine Flight International, concluded that there had been a decline in standards after interviewing several aviation professionals for an article in the current issue of the magazine. His subject: the dangers of deregulation. Declared Ransden: "There is no doubt at all that safety standards are falling. In the eyes of professionals, deregulation is reducing safety margins." Added Ransden: "It is a very subtle form of incapacitation that statistics cannot measure. We do not get obvious indications of your failures to do better than the minimum standards, and as

to a special investigation of 43 carriers. One result: 16 carriers—among them Arrow Air and Newark, N.J.-based People Express—were cited for various safety violations. And American Airlines was recently fined a record \$1.5 million. But the limits of supervision were dramatically illustrated one year ago when a broken stabilizer brought down a Tampa-bound flight by Provincetown-Southern Airlines Co. in Jacksonville, Fla. All 12 people aboard died. In November, 1984, the FAA had suspended the airline's operations because of maintenance and safety problems. It had once revoked a pilot's license held by the firm's chairman after he operated a plane "in a reckless manner endangering the lives" of passengers and crew. The crash took place less than two weeks after the airline received approval from the FAA.

U.S. deregulation has already forced strict economies on many non-American carriers. But of more immediate concern to many passengers is the prospect of death or injury in the event of sabotage or terrorism. Two events last summer—the hijacking of a Trans World Airlines jetliner from Athens to Beirut on June 14 and the sudden disappearance of the Air-India Boeing 747 off the coast of India—less than two days later—have prompted tighter security at international airports. Canadian and U.S. authorities have already intensified their efforts against sabotage and terrorism. Now, in both countries, international flights must pass through an X-ray screening device. Canadian security personnel do not conduct spot checks of baggage loaded on flights bound for Canada or U.S. destinations. However, military or transport spokesmen, Stan Ryback: "Domestic and transborder flights in the United States are not checked unless we have knowledge of a threat."

**Woody:** Many passengers and industry critics are not entirely reassured by that stance, given the year's bloody record of air disasters. And in a recent brief to the House of Commons committee examining Canadian airline deregulation, pilot association representatives addressed the central issue of air power in the mid-1980s. Declared the brief: "It has been argued that the year's toll is but a slight increase over the 'normal' rate." The crash on hill outside of Gander last week only added impetus to the question.

—JOHN BARRETT with correspondence reports

## THE WORST AIR DISASTERS OF 1985

Aug. 12: Japan Air Lines Boeing 747 crashed into mountains  
**520 dead**



June 23: Air-India Boeing 747 crashed off Ireland  
**329 dead**



Dec. 12: Arrow Air DC-8 crashed on takeoff from Gander  
**256 dead**



soon as you start doing that, you can get some very bad accidents." Ransden said that in addition to the neglect of maintenance, several other factors related to deregulation have undermined safety. Among them: length of experience period for pilots, cost, and a high pilot turnover.

For the past two years the FAA has attempted to deal with the problem by increasing its surveillance of the many small charter and commuter carriers that began life after deregulation. National transportation spokesman John Layden: "We have suspended or revoked some operating certificates in the last two years that we have in all our previous history." But such critics as Ransden agree that the task is too large for the limited inspection staff. Indeed, while the FAA employed 3,000 inspectors for nearly 227 carriers in 1978, last week it would only 1,300 inspectors checking 407 airlines companies. Still, the administrator's sweeping survey of these companies last year had

# A slow start for the frigate program

For two days last week a team of federal government experts sat in a conference room at Saint John's Delta Shipbuilding Ltd. and questioned the men in charge of building the six most expensive ships Canada has ever decided to buy. Officials representing the Canadian Navy, Supply and Services Canada, the department of regional industrial expansion and the department of justice fired questions at executives of Saint John Ship-

building Ltd. to show that they were on course. In recent months company officials have also been trying to persuade Ottawa to revise parts of the contract so that the shipyard will receive progress milestone payments that have so far been withheld. At the same time, both sides were keenly aware that the company's performance on the current frigate program could determine whether it lands the contract for a second batch of frigates, which

ment system ever devised."

But the project was troubled almost from the start. Within three months the company was lifting to meet the milestones set out in the contract. November, 1984, passed without the planned construction start on HMCS Halifax, the first ship in the order. In August the office of the federal auditor general in Ottawa acknowledged that the project would likely be the subject of an audit. In the meantime,



Changing shifts at Saint John Shipbuilding Ltd. in New Brunswick. Jagueth (left) six months behind

building Ltd. said progress over the past three months on the six patrol frigates that the New Brunswick firm is contracted to deliver to the navy beginning in 1988 at a current net cost of \$1.27 billion. That was the official opinion. Unofficially, both sides had other things on their minds—including the fact that the first of the new ships will likely be delivered six months later than originally planned.

Shipyard officials admitted that their firm is as much as 18 months behind in meeting some of the production "milestones" laid down by the contract for various elements in the project. For their part, federal officials sought reassurance that after a slow start, the largest single naval procurement order ever issued by a Canadian government will meet future contract milestones on time.

The shipbuilding executives, led by Peter Jagueth, program manager for the Canadian Patrol Frigate (CPF),

were anxious to show that they were on course. In recent months company officials have also been trying to persuade Ottawa to revise parts of the contract so that the shipyard will receive progress milestone payments that have so far been withheld. At the same time, both sides were keenly aware that the company's performance on the current frigate program could determine whether it lands the contract for a second batch of frigates, which

will be awarded next year. When Ottawa awarded the frigate order to the New Brunswick firm in July, 1982, it was the first time in history that the navy had entrusted private industry with the job of designing and delivering a fully operational warship. In addition, the order was crucial: by the time the navy takes delivery of the first of the 4,200-ton, two-gun frigates in October, 1986, only four destroyers in the navy's fleet of 38 will be less than 20 years old. The company vowed that it could meet the challenge of engineering the job. At a launch press conference in May, 1984, shipyard president J. Andrew Fulton boasted that they had assembled "the most sophisticated manage-

ment system ever devised."

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because of the delays Ottawa has delivered millions of dollars in progress payments which the federal government is committed to making only when specific milestones are met. Jagueth told federal officials last spring that 1985 Halifax would be delivered six months behind schedule, in October, 1986, and that the second ship in the program—HMCS Vancouver—would also be late. He is insisted at that time that the remaining four vessels would be delivered on time, and declared that all would be built within budget. Jagueth blamed problems earlier in the project on a shortage of professional manpower and "a redirection of priorities" ordered by



the company's superior management in January, 1985. The changes in the yard's working plan meant that ship plans had to be completed sooner than expected. Moreover, Jagueth told Macdonald last week that the changes the company has asked for in some milestones dates do not arise from delays, but instead reflect the company's new working plan. Declared Jagueth: "We haven't asked to reopen the contract, we've asked to redefine the milestones."

In the meantime, a second batch of frigates that the navy will need by the mid-1990s has become a factor in the equation. The navy would like to see the first of the "batch two" frigates slide down the ways soon after the last of the first group of frigates is launched in 1990. Industry observers suspect that the navy would go to Saint John Shipbuilding without orders being called.

But now the company's problems, as well as Ottawa's struggle with deficit reduction, have led the government to consider asking for industry-wide bids. Ottawa's acting director of procurement for the frigate program, William Johnston, told Macdonald that his department has asked a group of potential suppliers whether any would be willing to replace Saint John as lead contractor for the second round of frigate SSJ Johnston. "They've been asked to make expressions of interest."

The concern of other suppliers surprised some experts who believe that Saint John Shipbuilding's initial troubles were the inevitable consequence of inexperience, after more than a decade during which Canada did not build a single warship. The last warship built in Canada was the destroyer HMCS Albatross, launched by David Shipbuilding Ltd. of Lunenburg, in April, 1971.

Jagueth said that Canada lacks sufficient naval architects and shipbuilding managers to support its growing frigate-building program. "We have hired essentially all of the people with experience," he said. "If Canada were to pursue that approach, it would dilute our group and we'd end up with two groups that were relatively weak." For his part, Vice-admiral J. Andrew Fulton, who retired as commander of the Canadian navy in 1983, suspects that federal officials are merely "hedge their bets, using this to get a better deal" from Saint John Shipbuilding. Bill, associate defence minister Harvie Andre, warned last week that the choice of building the second round of warships was "by no means a foregone conclusion." Added Fulton: "Whether Saint John gets batch two will depend on its performance on batch one."

—CHRIS WOOD in Halifax

# Bourassa picks his team

Many of the 69 newly elected Liberal members of Quebec's national assembly spent the first part of last week nervously waiting for the telephone to ring. The reason: premier-elect Robert Bourassa had promised to notify the 27 members of his new cabinet of their appointments before the meeting on Monday in Quebec City last Thursday. One hopeful was former law professor Herbert Marc, who was preparing to leave his Montreal home when the tele-

phone rang and minister of cultural affairs. Other appointments: John Duce, veteran anglophone member of the national assembly, as energy minister; Daniel Johnson Jr., brother of Pierre Marc Johnson, as minister of industry and commerce; and Pierre MacDonald, a former vice-president of the Bank of Montreal, as minister of national trade.

At week's end, Bourassa convened his cabinet for the first time and met Prime Minister Brian Mulroney in



Bourassa with Finance Minister Robert S. Levesque (left) when not in office

phone ring. As his 15-year-old daughter, Sarah, ran to answer it, he remarked, "Daddy, this is going to be Mr. Bourassa, giving you the justice minister." Sarah was right.

The cabinet formed by Bourassa in the wake of his sweeping Dec. 8 election victory over Pierre Marc Johnson's Parti Quebecois reflected a shrewd balancing act by appointing four francophone ministers. Bourassa gave the province's English-speaking and ethnic minorities in their strongest representation in two decades. He also appointed four women. His choice for finance minister—Gilles D. Levesque, 58, a 20-year-veteran of the legislature who is rated for his debating skills but has limited economic experience—suggested that he plans to play a leading role in economic strategy himself.

As expected, Bourassa named his predecessor as Liberal party leader, former journalist Claude Ryan, to be education minister and appeared former party president Louis Bouché as

Minister of defense, a desirable for constitutional negotiations. The Liberal leader, who was defeated in his own riding in this month's election, also announced that he would run for a new seat in a by-election to be held Jan. 20 in the western Montreal suburb of St. Laurent. Liberal MNA Germain Lefebvre will resign to allow Bourassa to run in the safe Liberal seat, which Lefebvre won by a margin of 16,906 votes.

For Bourassa, who was sworn in by Lt. Gov. Gilles Lamontagne several hours before his cabinet, the official installation of the new Liberal government was a moment of personal triumph. Defeated by the PQ under René Lévesque in 1976, Bourassa vanished into political exile, then fashioned a comeback that climaxed when his resignation forced a 50 per cent cut of the vote in the Dec. 2 election and reduced the PQ to a 50-seat slump in the 132-seat legislature. Said a grinning Bourassa: "It's quite an exceptional day."

—ANTHONY WELSH SMITH in Montreal



Former military rulers in the dock: violent arrests, clandestine detention, torture and physical intimidation

## WORLD

# Argentina's verdict

**I**n Buenos Aires's Plaza de Mayo, thousands of demonstrators called the verdict a national disgrace. Three blocks away, more than 600 supporters of the armed forces staged a counterdemonstration, shouting "Death to Communists." The two events once again exposed the sharp political fault line on which Argentina precariously sits. After an unprecedented eight-month trial the federal Appeals Court last week convicted five former military leaders—and acquitted four more—on charges of kidnapping, torture and murder during the late 1970s. Among those found guilty: former president Gen. Jorge Videla, 69, who received a life sentence for his role in the illegal detention of more than 3,000 Argentines.

But on the eve of President Raul Alfonsín's second anniversary in office, the decision precipitated an emotional debate. The convictions enraged the nation's military supporters, while the acquittals outraged families and friends of the victims. Said Ilse de Bonadina, president of the Mothers of the Plaza de Mayo human rights group, which brought the plight of the 3,000 "disappeared" to world attention: "The verdict is a fraud for the people. They have absolved criminals."

The trial itself marked the first time in South American history that former

military rulers have been tried by a civilian court. Before a packed courtroom last Monday, Judge Jorge Carlos Arriaola, president of the six-man tribunal, summarised the 1,000-page verdict. Said Arriaola: "In spite of being at their disposal all the means and legal instruments necessary to carry out the repression [of left-wing guerrillas] in a legal manner, the armed forces chose to put into practice clandestine and illegal procedures." Between 1974 and 1982, the judge said, those procedures included "violent arrests, clandestine detentions, interrogations under torture, and the physical elimination of the victims."

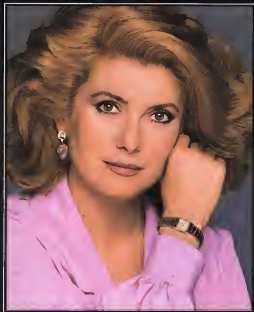
Together with Videla, the tribunal found former army commander Admiral Emilio Massera "most responsible" for crimes committed during what the military described as "the fight against subversion" and what the public's opponents called the "dirty war." Massera, held responsible for running an infamous army detention centre where thousands were tortured and killed, was also sentenced to life imprisonment. Air force Brig. Orlando Aguilar, the third member of the three-man junta which overthrew ex-first president María Estela (Isabel) Menem de Perón in a bloody coup in March, 1982, received a 40-year sentence. Former president Roberto Viola

and navy commander Admiral Armando Lambruschini, who ruled briefly in 1982, drew sentences of 17 and eight years respectively. Air force commander Brig. Oscar Grulligas and the three junta members in power from 1981 to 1982—Gen. Leopoldo Galtieri, Admiral Jorge Anaya and Brig. Ricardo Luis Dasso—were acquitted.

The court's decisions did not resolve the "dirty war" issue, which remains the most explosive item on the government's political agenda. Alfonsín has promised to bring the perpetrators to justice. And more than 1,700 cases of human rights abuses involving officers are now before the Supreme Council. But the Argentine military leadership remains unrepentant, insisting that the accused colleagues are heroes. And many officers resent the prospect of being held accountable for actions carried out in "disobedience" to orders. "The government clearly would like to put a halt to the prosecution to calm the military," said a former judge with close connections to the armed forces. "But this concept of 'disobedience' goes in the way. No matter how you stretch it, you will never be able to argue that someone who tortures or killed was 'only following orders'."

—EAL QUINN with DOUGLAS TWISDALE in Buenos Aires

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## Waging a price war

The economic war was planned diplomatically, but its message was crude. Emerging from a meeting last week in Geneva, the Organisation of Petroleum Exporting Countries agreed to defend an "oil share" of the non-Communist world's oil market. In effect, oil experts said, the 13 OPEC members were conceding that efforts to fix crude oil prices by controlling production had failed. Indeed, for the past 12 months OPEC members have routinely floated production quotas and slashed prices to boost declining revenues. The Geneva meeting stated it was ready to let market demand set the price of crude oil—a declaration constituting implicit notice of a price war with OPEC's chief competitors, Britain, Norway and Mexico.

By last Monday morning world oil markets reacted immediately to the decision. In the trading pit at the New York Mercantile Exchange there was, said one analyst, "lower prices" as prices for January crude oil deliveries plunged for three consecutive days, dropping to \$24.86 from \$29.74 (U.S.).



Oil traders in New York's "pits"

Trading was equally frantic in London, with January contracts for crude plummeting briefly to a six-year low of \$11.80. Said one London trader: "There has never been anything like this. Prices are falling in a straight line without fading buyers." But by week's end prices in both New York and London had firmed as speculators moved into the market. The price of Canadian oil followed the trend but the drop was not expected to show in gasoline and heating oil prices immediately.

Still, few industry analysts were prepared to discount the possibility of further price declines. Some predicted that prices would fall to \$20 (\$27.66 Cdn) a barrel by next March, after winter demand begins to slacken. At that level, nations dependent on oil exports for the bulk of foreign currency earnings, notably Mexico and Nigeria, would be badly hurt—along with banks and lending agencies that have billions of dollars in outstanding loans. Still, many experts doubted that OPEC intended to start a full-scale price war. The real objective of the Geneva meeting, they said, was to force competitors to cut production levels. The non-OPEC nations promptly rejected the pressure. Said an aide to British Prime Minister Margaret Thatcher: "OPEC won't succeed in stampeding us into doing anything."

Between 1974 and 1984 OPEC's share of crude oil sales to the Western world dropped to 33 from 50 per cent. The chief beneficiaries, Mexico, the Soviet Union and North Sea producers, Britain and Norway. During that same decade demand for crude oil steadily decreased as consumers found alternatives—and cheaper—sources of energy.

To control prices the OPEC nations tried to set firm quotas on production. And Saudi Arabia, the dominant OPEC power, became a "swing producer," raising and lowering output as demand dictated, while attempting to maintain a beach-mark price of \$20 per barrel. In an era of falling demand and rising reserves, that tactic failed. Now, without formally abandoning the beach mark, OPEC has signalled its willingness to let prices fall.

The OPEC strategy is risky. Lower prices would spur demand for crude oil. But an all-out price war could trigger an outright collapse of the market, a danger OPEC clearly recognizes. Said Venezuela's oil minister and incoming OPEC president Arias Hernandez Cruz: "Nobody is interested in a depressed market." If prices dropped significantly, Hernandez added, every oil producer would suffer.

—MICHAEL FROGER with ANDREW KEDDINGER in Edmonton and DAVID WORTH in London



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THE PHILIPPINES

# The battle begins



Talento: assets

Taking advantage of the temporary split in the opposition, Philippine President Ferdinand Marcos last week named former foreign minister Antonio Tolentino as his vice-presidential running mate in the scheduled Feb. 7 elections. It was an astute choice. Tolentino, 70—dismissed from his post last March for criticizing Marcos's policies—brings two major assets to the campaign: political independence and votes. In last year's national assembly elections, he was one of only three ruling New Society Movement candidates to win seats in Manila, the nation's most populous voting district. But just one hour before the registration deadline—after an appeal from Manila's Jaime Cardinal—opposition candidate Benigno Laurel agreed to run for vice-president, with Corason Aquino heading the presidential slate. In return, Laurel's own party, UNIDO, will campaign the campaign. "I am subordinating self-interest to national interest," said Laurel. "Consider it my Christmas present to the Philippine people."

GUATEMALA

# 'No terror or fear'

Flush with victory, Guatemala's first civilian president in three decades of military-dominated governments last week promised his countrymen a new era of peace and social reform. "We are going to break with the past," declared Christian Democrat Amato Yajaira Cerezo Arévalo. "From now on, we want no more repression, violence, terror or fear." A political moderate, Cerezo, 42, won 60 per cent of the vote in a runoff election over right-wing opponent Jorge Curyto Rios of the Union of National Groups, who polled 32 per cent. Next month Cerezo will replace departing chief of state Gen. Oscar Mejia Victores, who seized power in a 1982 military coup that ended a decade of mounting problems—staggering unemployment, death squads and a protracted civil war with leftist guerrillas that has claimed more than 90,000 lives. Mejia agreed to step aside. The new president has few illusions about the agenda he has inherited. Having survived three assassination attempts since 1980, Cerezo said he would carry a pistol throughout his five-year term. "The only way they are going to get me out of the palace," he vowed, "is to carry me out dead."

SOUTH AFRICA

# Pretoria backs down

Seven weeks into a treason trial in the eastern city of Pietermaritzburg, near Durban, the South African government last week dropped charges against 13 of the 16 prominent anti-apartheid leaders charged. The defendants, members of the United Democratic Front—the country's largest non-separatist opposition movement—stood accused of forming a "revolutionary alliance" with underground guerrilla organizations such as the African National Congress.

But the government's case unraveled when Isaac de Vries, 35, an expert on revolutionary movements and the star prosecution witness, admitted under cross-examination that the UDF, in fact, espoused nonviolence. Among those released: the ex-wife of Albertina Sisulu, 66, wife of jailed anti-leader Walter Sisulu. "This has been a victory for us," she said, "and it will encourage us to go on with the struggle." Still, the government was against four UDF members in Pietermaritzburg sentenced to life in prison, all of whom had been friends of the late Nelson Mandela at a rally to mark International Human Rights Day. "We cannot be free until all the people are free."

GUAYANA

# Vowing mass action

For 21 years, until his death in August, Guyanese President Forbes Burnham ruled his country of 800,000 like a personal fiefdom. Last week, while onlookers prepared Burnham's body for permanent display in a Georgetown mausoleum, his hand-picked successor, Desmond Hoyte, showed signs of the old master's business style. Amid widespread evidence of electoral fraud, Hoyte's People's National Congress claimed 70 per cent of the vote and 42 of 55 seats in the first parliamentary elections since 1980. Two opposition groups, the Marxist People's Progressive Party and the socialist Working Peoples Alliance, boycotted the vote-counting, citing irregularities and ballot-stuffing. "The entire electoral machinery is in PNC hands," declared PWP leader Dr. Cheddi Jagan. "It is hopeless to go on." Indeed, a recent report by British aid and a U.S. human rights group called Guyana's election record "appalling." Jagan vowed to use "legitimate means of mass action to remove this illegitimate government." But with the country on the brink of economic collapse, most Guyanese, observers say, are concerned more with survival than political change.

CYPRUS

# A setback for unity



Kyprianou: 'not late'

Almost one year after the collapse of UN-sponsored talks on the reunification of Cyprus the impact is still being felt. Last week an unusual alliance of Greek Cypriot political parties—the pro-Marxist Communist Party and the conservative Democratic Rally—failed to win a two-thirds majority in parliamentary elections. A majority, the opposition said, could have forced President Spyros Kyprianou to resign before his five-year term expires in 1988. Both parties say Kyprianou's indecisiveness caused the failure of the UN talks. Since the Turkish invasion in 1974, Cyprus has been a divided country. In the north Turkish Cypriot leader Rauf Denktash has agreed to yield territory to the Kyprianos but insisted that 20,000 troops return to Turkey and that displaced Greek Cypriots be allowed to reclaim homes in the north. But Kyprianou last week "It is not fair to expect one side to make all the concessions." But with his party's strong performance at the polls, the outlook for reunification appeared dim.

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# Britain's newest press baron

The events had all of the elements of a classic Fleet Street story: a venerable British-owned business fighting desperately to avoid being swallowed up by a breaky young foreigner. But this time the takeover target was one of Fleet Street's own—the 100-year-old Daily Telegraph, the staid and patrician official flagship of Britain's governing Conservative party. After weeks of painstaking negotiations, the suddenly troubled newspaper published a brief front-page announcement last week confirming that control of the Telegraph and its sister publication, the Sunday Telegraph, had passed into the hands of Toronto millionaire Conrad Black, 41, chairman of Angus Corp. Said Black: "It is one of the world's greatest newspapers. It is at home and a challenge and a responsibility." For his part, Telegraph chairman Lord Hartwell, 74, who struggled for months to hang on to the penumbra, third-owned business, declared, "It is the best that could be done in the circumstances."

Black, who paid a total of \$60 million for 50.1 per cent of the Telegraph, is the third in a succession of Canadian-born millionaires to acquire a break of Fleet Street. The first, financier Max Aitken, later Lord Beaverbrook, owned the Daily Express from 1936 until his death in 1964. He was followed by newspaper-owners over Roy Thomson, later Lord Thomson of Fleet, who bought The Times of London in 1908, and then by Kenneth Thomson, who subsequently sold the paper to Australian newspaper magnate Rupert Murdoch in 1981.

Despite that tradition, in the days leading up to the takeover announcement the British media east Black as a "Black takeover." For one, referred to what it called Black's "weakbookish business style" and "Gordian Khan reputation"—a sharp contrast to the staid and aloof Lord Hartwell, who, the paper said, "commanded the respect and affection of all Fleet Street's oldsters." But, said Black, "I think the whole thing has gone quite smoothly. I haven't been hounded at all. I am, after all, a foreigner to them."

Black's arrival will certainly herald profound changes at the marbled

Telegraph. For years journalists at the oncey-lodged newspaper have complained about the management's stubborn resistance to change. At the same time, the newspaper has been crippled



Black, better negotiations and an ultimatum

by Fleet Street's fabled industrial relations problems and out-of-date production methods. And the paper has lost readers to two of its rivals among Britain's so-called "quality" dailies. In the past 30 years both The Times and The Guardian have seen their circulations decrease from about 250,000 copies a day to the current level of about 300,000 each, while the Telegraph has slipped from a peak of 1.4 million to slightly more than 1.3 million copies.

As a result, many analysts expected Black to move quickly to bring fresh blood into the Telegraph's management. Indeed, his first act as owner was to name Andrew Knight, 42, the highly respected editor of the London-based weekly newsmagazine The Economist, as the chief executive of both the daily and Sunday newspapers—at

a salary of \$200,000. Under the terms of the newspaper's sale, Lord Hartwell will retain his position as chairman and editor-in-chief of the Telegraph but, according to Black, he will not be an active executive. Daniel Colson, a London-based partner with the law firm Dickinson, Deane who helped to negotiate the purchase for his longtime friend Black, said: "How long Lord Hartwell remains in that position is entirely up to him. Mind you, he is 74 and he is not in the best of health, so you have to wonder."

Last week's sale of the Telegraph to Black marks the culmination of a series of financial setbacks for the Berry family, which had owned the newspaper since 1928. Last spring Lord Hartwell embarked on a costly modernization of the newspaper's printing facilities and it named the venture with bank loans totaling \$50 million. Lord Hartwell then looked for outside investors to contribute new capital worth another \$60 million.

Close associates of Black told *Macleans* last week that the Toronto-based financier decided to buy into the newspaper last June after consulting a longtime friend and financial adviser, Rupert Hambro, chairman of Hambro Black Ltd. of London. But Black couldn't get friends Knight, introducing him to the Telegraph's underwriters, N M Rothschild, who were looking for someone to "top up" a financing package with some equity capital. To settle the terms, Lord Hartwell agreed a British Airways executive, Canadian and flew to New York's John F. Kennedy airport, where he met with Black. The two men agreed that the Canadian financier would pay \$50 million to acquire a 44-per-cent stake in the company. In addition, Black retained the right of first refusal on any new shares issued or any shares the Berry family decided to sell.

By last month it became clear that Lord Hartwell's modernization gamble had backfired. For one thing, the newspaper lost \$25 million in the six months ending Sept. 30, although ear-

lier it had been expected to make a \$20-million profit. As well, Hartwell

had badly underestimated the amount that would have to be spent on severance payments in order to rid the paper of surplus printing staff. In some cases unskilled workers were entitled to as much as \$30,000 each, leaving the Telegraph with a total bill of more than \$75 million.

Faced with increasing pressure from the company's bankers to find new capital, Lord Hartwell approached Black last month and asked him to put

his Berry, 41, a director at the paper, strongly opposed the sale and tried desperately—but without success—to find other suitors. For his part, Colson told *Macleans*: "We have no doubt at all that shares in the Telegraph were tagged all over half a half acre by Berry. But in the end we were the only serious bidders."

Black himself said his relationship with Lord Hartwell was "excellent."

At the Telegraph, the staff reacted to Black's purchase with cautious optimism. So did some senior correspondents



Daily Telegraph, Hambro (below) is a crumbling family business and a gamble that backfired

up more money. At first, Black refused. But earlier this month Black gave the Berry family an ultimatum: Unless they agreed to give him majority control of the Telegraph, Hambro said, he would pull out of the company and put his own stakes up for sale.

Said one Telegraph insider at the Berry family's dilemma: "They all hung on and now it's all crumbling. It is the classic tragedy of a family business."

But despite the dramatic atmosphere, Lord Hartwell's younger son, Nath-

an Berry, 34, a director at the paper, who has been on the newspaper's staff for 10 years. "At this point, any change at all has got to be viewed as a change for the better. But several employees expressed concern about that," he would put out of the company and put his own stakes up for sale.

Said one Telegraph insider at the Berry family's dilemma: "They all hung on and now it's all crumbling. It is the classic tragedy of a family business."

But despite the dramatic atmosphere, Lord Hartwell's younger son, Nath-



"I have never to an authoritarian, respected and influential newspaper and to have an impact in two general ways: one, to ensure the paper continues to be a quality operation, preventing things falling apart, and two, to be able to get something out of my chest, although I would do that under my own name."

He added: "I'm not trying to become a figure of influence in the United Kingdom. I wouldn't try to influence the writers."

For his part, Hambro said that Black does not intend to become involved in the day-to-day operations of the Telegraph. Said Hambro, who has known Black since the two men met over lunch in Toronto in 1928: "Conrad is a Canadian and he has told me on many occasions that he wants to continue living in Canada. He isn't a Lord Beaverbrook or a Thomson, inasmuch as they moved to London and were actively involved in running their papers."

Hambro also dismissed speculation that Black intends to use the Telegraph as a platform for his outspoken conservative views. He said, "Conrad is not a philosopher. It is the sense that he would spend a good deal of money simply to advance a political cause." But for those who know Black, the suspicion remains that the acquisition is not so straightforward. "He has got a sense of history and destiny and all that stuff," said one former partner of Black's. "And newspapers are an extension of the personality. There is another dimension besides money."

Said another insider that Black's purchase of the Telegraph appeared to be based on sound financial judgment. The newspaper's accountant estimated earlier this year that, because of a series of planned staff cuts and the move to modern presses, the company's profits should be in the range of \$40 million a year by 1986 or 1989. But Colson said last week that the Telegraph's \$140-million debt meant that the newspaper was still a decidedly risky purchase. Declared Black: "It was a good buy, although it is a bit speculative."

—NORM LAMER in London



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## An apology from a bank

**F**or 80 minutes last week Donald Fullerton, chairman of Toronto-based Canadian Imperial Bank of Commerce (CIBC), and David Barrett, the bank's Ontario vice-president for consumer branches, defended themselves before an all-party procedural affairs committee of the Ontario legislature against accusations that the bank had violated the rights of an MPP. The reason for the inquiry on Nov. 25 David Neville, a New Democratic MPP, received a letter from Barrett informing him that because he had participated in two demonstrations staged by striking CIBC Visa department workers the bank had closed and refunded his accounts. Barrett also demanded repayment of Neville's \$10,000 personal loan. After Neville read the letter to the legislature on Nov. 26, Fullerton immediately apologized to Neville and restated his accounts and loan.

And last week, before the committee adjourned to make its decision, Fullerton reiterated that the bank had "made no error in judgment." Still, the CIBC showed no signs of softening its stand in the increasingly bitter strike for a first contract launched on June 12. The participants are 157 employees who belong to the 1,130-member Union of Bank Employees (UBE) and work at the bank's charge-card centre in Toronto. When the two sides returned to the bargaining table last week for the first time since the strike began, the talks broke off after three days because of a disagreement over wages.

Labour regards the CIBC strike as a major test of its ability to break into the traditionally nonunion service sector. Indeed, the 1,650,000-member United Auto Workers-Canada, is helping the bank union to organize the strike and the two-million member Canadian Labour Congress is giving the strikers \$300 per week in tax-free strike pay. And 48 workers in the CIBC's Toronto head office, who walked out on Sept. 18, are renouncing the same amount.

The CIBC's tactics indicate how tough the fight has been. Strikers have tried to jam telephone lines at the Visa centre with 80,000 calls a day. And during regular demonstrations at CIBC branches in Toronto, the strikers have disrupted service by depositing small sums in newly opened accounts.

In trying to win a lucrative contract with the CIBC, labour faces an uphill struggle. The CIBC, which in fiscal 1986 earned a record profit of \$361 million, on revenue of \$7.6 billion, has consistently refused to pay its unionized employees more than its other staff. And Barrett acknowledges, the CIBC's public

relations manager. "This is just a union campaign for new members."

The CIBC has a long history of resisting unionization among its 32,500 employees and 1,600 branches—only seven of which are organized. In January, 1975, Fullerton, then the CIBC's president, wrote a memo to his managers telling them to resist "to the fullest extent possible" the union and other unions. In November, 1979, the Canada



Visa workers' demonstration

Labour Relations Board said that the CIBC had carried out a campaign "designed to discourage its employees from exercising their right" to organize. On the board's instructions Fullerton sent a written retraction of the bank's actions to its employees.

So far, labour has been largely unsuccessful in its efforts to organize the banks. Only 64 branches—with about one per cent of Canada's 167,000 bank employees—are unionized. One problem is that small branches are difficult to organize. That is why labour is determined to win a landmark settlement with the CIBC's Visa workers. Bud Lee, head of the CIBC's Visa department, says that the CIBC is "not going to make errors, it has to be here."

—MICHAEL SALTER with PAUL REYNOLDS in Toronto

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# Why Gerald Bouey should resign

By Peter C. Newman

Canadian life has been based, forever it seems, on the sanctity of the three pillars that sustained our individual and collective sense of well-being: the family, God and our chartered values.

One of the pillars in this confidence-sustaining tripod collapsed during 1985, and from now on Canadian bankers will be regarded as nothing more than just another bunch of professionals—the cynical planners who didn't quite meet their quotas.

Yet looking back at the tumble of events that made 1985 a time when banking seems moved severely onto the front pages, it is still impossible to credit how anyone in his or her right mind could have allowed the Canadian Commercial Bank fiasco to happen. I keep trying to reconstruct the sequence of misjudgments that took place and nothing adds up, even if you accept the basic assumption that most of the key players involved were really trying out for one of those Keystone Kops silent films that committed mostly of unintentional graffiti.

My attempt to reconstruct the tragedy of the bank's failure began with the recollections of a meeting I had with Howard Eaton in 1981, when he was rising high as chairman of the bank. It had just hit an asset base of \$1.4 billion. Perched on the corner of his desk dressed in slacks and a flashy sports jacket, he boasted that his bank was the most profitable in the country, earning 50 cents for every \$100 in assets. (The similarly outsize bank for The Royal Bank of Canada, then one of the most efficient financial institutions in the country, was 60 cents.) When I asked him how that was possible, he explained that it all came down to one maximization-debit ratio that could be granted at favorable terms within 15 hours of application, while the traditional banks took as much as two weeks. At the time, the Alberta bank's asset base was growing at an astonishing rate of 80 per cent per year.

Speed seemed to be the guiding principle of Eaton's career. Having moved through a succession of West Coast financial institutions at an amazing clip, he helped maneuver the granting of the CCB's charter through Parliament in only eight weeks and raised the \$22 million cash needed to float the new institution in less than 12 months.

Then, in 1981, when the National Energy Program and depressed oil prices were forcing most of the companies on the CCB's list of outstanding loans to the wall, Eaton climbed into his Porsche and moved to southern California, instead of concentrating his own, the bank's board of directors approved an interest-reduced loan of \$1 million to help him settle amicably in Santa Barbara. It was from there that he ran the bank by long-distance telephone.



Bouey: a solvent and profitable bank

phone, prospering on a bank chairman's full salary, even though most of his energy was spent in private dealings with his new partner, Leonard Rosenberg, the controversial Ontario-based financier whose trust company empire crumbled in anonymity and was taken over by the Ontario government.

Gerald McLaughlin, who eventually succeeded to the CCB's presidency, recently told the Eaton commission that the Rosenberg connection had finally undermined the CCB's credibility. That

relationship was anything but casual. Rosenberg and his associates eventually acquired 20 per cent of the bank's shares. There was an individual deemed not worthy of owning a relatively small trust company yet he was allowed to control a Schedule A bank.

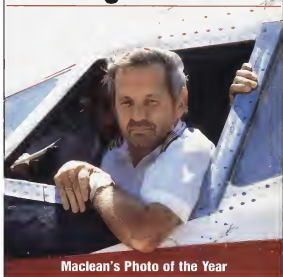
On Feb. 26, 1983, the day after Eaton's relationship with Rosenberg was revealed and he was fired from the CCB, Bank of Canada Gov. Gerald Bouey telephoned *The Globe and Mail* and spoke to reporters Arthur Johnson and Peter Moon. It is a move that has no precedent as stated for publication, that despite the Rosenberg connection the CCB was at that point in time "a solvent and profitable bank." He then went on to explain, "We don't want this problem to snowball. We want to reassure people from far and from other countries—that nothing terrible is happening to our banking system at all."

In the weeks and months that followed, Bouey never once moved to contradict his optimism, though within two years he was having to pump more than \$1 billion in backup liquidity into the faltering Alberta institution. Certainly, the Ontario government, which would hardly have any inside information not available to the Bank of Canada, immediately struck the CCB off its approved list of institutions, as did most other capital pools. The only explanation for the Bank of Canada governor's appeal to *Globe and Mail* readers, and his subsequent conduct, is that he must have been acting on grossly misleading information. Otherwise, it is impossible to understand an what grounds Bouey mustered such a spirited defence.

Bank of Canada officials have since maintained their usual attitude of begrudging conspicuousness. Bouey has insisted that the central bank has no lead cash to say bank the inspection of banks considers solvent. But last week, testifying before the Eaton commission, Inspector-General William Kenneth and Bouey "don't have to rely on my opinion of solvency. He had the same evidence I had."

Every industry, including banking, can survive the pain of losing its weak-end offspring. What the Canadian financial system cannot tolerate is for the man who acts as guardian of its credibility to lose assurance that he not stand up. What is worse, as the final act in the Canadian banking crisis, Gerald Bouey should resign.

# Images of '85



Maclean's Photo of the Year

The scene looked almost staged, indeed. Shire's paramedics who hijacked two Flight 847 last June at Beirut's international airport famously paraded their hostages for the media and as international outcries of outrage. But six days into the crisis, when the camera captured 37-year-old pilot John L. Testrake glaring out at the cockpit window, a pistol brandished near his head, the strain on his face could not have been more real. Testrake, one of 39 hostages held captive

for 17 dramatic days, was photographed by Khaled Issawi, who got on the tarmac for two minutes before being forced to retreat by a *Kojak* star.

A native of Lebanon, Issawi, 31, explained on his contacts with local militia to gain access to the runway. A veteran of global conflicts, Issawi was hospitalized last month after being attacked while he photographed a soccer conflict. He is still in Beirut, working for Agence France-Presse.

The picture, taken on 35-mm Kodak

Kodachrome film with a Nikon camera, appeared on the front pages of newspapers in Canada, the United States, Europe and Australia, and *Maclean's* ran it in color on the cover—the only North American newspaper to do so. Published in the July 1 issue, the photograph not only captured a dramatic moment but symbolized the increasing threat of terrorism to innocent populations. Issawi's sensational effort clearly demonstrated the power of a picture. □

# A Year Of Contrasts



By Walter Stewart

**I**t was—*was* me if you've heard this one before—the best of times and the worst of times. It was the year of Steve Perry and of earthquakes; it was a year of economic boom and bank collapse, of joy for stock-brokers and disaster for farmers. It was the year President Ronald Reagan and Soviet leader Mikhail Gorbachev met and talked and apparently liked each other and the year when South Africa threatened, once more, to explode. We edged closer to peace and closer to war, depending on whether the arming of the American Strategic Defense Initiative came out to be a club or a cushion.

1989 was not a disaster, although we flirted with disaster, and not a triumph, but we had our moments. It was the Year of Yin and Yang. Fate seemed as if to charge our planes for a toast and then told us the war was adulterated. Officially, 1989 was International Youth Year. It was also the year in which top manufacturers resented for the youth market with cocaine-fueled poppers competing with teens that went from space to disco to ravers. Every mother's child had to decide whether true happiness lies in hugging or in bludgeoning the universe to smithereens.

There was a litany of catastrophes, natural and man-made, but then there always is. A cyclone killed 10,000 in Bangladesh, an earthquake killed 4200 in Mexico, and a volcanic eruption killed 8,000 in Colombia. There were more market tragedies: 52 people perished when a soccer stadium burst into flames in Bradford, England, and 12 died when a tornado swept through southern Ontario. There was the usual crop of murders, bombings and bee-pee-takings, as the usual gang of the disoriented, oppressed and outraged said it with bombs and guns. But this year terrorism reached Canada, jet-carrying 328 passengers and crew—most of them Canadian—and probably a bomb, plunged into the Atlantic off the Irish coast on June 23. Less than an hour earlier, a bomb had exploded as luggage from a CRJ flight that had just landed in Tokyo. It was a good year to stay home.

Still there was reason for optimism, even in a place such

as Africa, where a continuing death watch has become nothing in its remoteness. The United Nations was able to report that several years of severe drought had ended, in the period where only 11—out of an original 60—nations are still in a state of emergency. When the good news is that only 25 million Africans are in danger of imminent starvation, you know what kind of year it was.

There were riots and a brutal emergency regime in South Africa, but among the deaths there was a sort of progress. The aspects play of economic sanctions and international distances seemed to be persuading South African leaders that economics to the black majority will have to be made. There were marches and counter-marches in Northern Ireland as a historic seemed allowed the southern, Catholic republic some say an future developments in the British, Protestant north. It was either the first real turning on the long and bloody road of Irish tragedy or yet another squandered hope.

**T**he bones of Josef Mengele, the Nazi death-camp doctor, were discovered in a South American grave, and another and more indecisive decision looked up in France, when it turned out that the bodies that blew up the Greenpeace vessel Rainbow Warrior in New Zealand had been planted by French government operatives. It was a good year for spies everywhere, and it would have taken John Le Carré to sort out the earnings and goings of a cottage industry of secret salesmen, who peddled documents everywhere until they got caught and then held press conferences, switched sides or went to jail, according to the vagaries of fate.

In Canada the universe unfolded as it should, in a confused, Canadian fashion. Stephen Charles Perry thrust his artificial leg into the Pacific after an 8,000 km journey for Love, and made the nation glow with pleasure and pride. AIDS, this year's disease, reached Canada and made the nation squirm with alarm and discomfort. Prime Minister Brian Mulroney, whose rambling oration and affable vacillations propelled him into the highest office in the land last year, found himself, this year, beset with 10-megawatt petrochemical scandals, cabinet resignations and federal-provin-

d squabbles. The last a defense minister to a West German nightclub and a fisheries minister to a tuna factory, and then, just to show 1989's evenhandedness, his communications minister, Marcel Massé, suspended for two months while the new investigated his surface agencies, was restored, triumphantly innocent, to the bosom of mother cabinet. The New Era of federal-provincial relations, which saw a Western Accord and a new energy policy hammered into place to the sounds of parring, rapidly returned to snarl-as-usual when a meeting of first ministers in Halifax late in November squabbled about transfer payments to the provinces and about control over the process when free trade negotiations eventually get under way with the United States.

Economic revival continued, and the federal government was in a position to deliver on its election promise to trim the federal deficit. But two banks collapsed, handing Ottawa bills that may total \$1.5 billion, and demolished that dream. Unemployment and the growth rate of the consumer price index both dropped, while the gross national product rose in real terms by more than four per cent, and Canada's trade surplus will probably reach \$19 billion, but the jobless total remains stubbornly above 10 per cent—much higher in some areas—consumer sectors and farming continue to be bedevilled by low prices, and federal cutbacks are hurting in health, education and welfare.

**A**s the year wore on, the unattractability of Canada's economic revival, the Prime Minister's political strategy. He was no longer to be found front-and-center in the House of Commons every day, harping with the opposition; instead, he was slipping out of town, deflecting questions or playing polo-boo with the press. The man who sang When Irish Eyes Are Smiling at the Quebec Summit with Reagan in March was ready, by December, for a verse of Oh, Lowdown Me. That old gang of his had broken up, too. Ontario, after 42 years of Tory rule, had turned to a Liberal minority government, Liberals had swept in an overwhelming majority in Quebec. Peter Lougheed had had such his sceptre in Alberta (although handing it over to a near-close Conservative Donald Gert-

ty), and in New Brunswick PC Premier Richard Hatfield was being fought for a nose by fascist party members. The Ontario special was the most damaging, the one in Quebec the most interesting because it brought back Robert (Bob the Job) Bourassa, a man most pundits had declared defeated back in 1978. If Bourassa could initiate Lougheed, so could the federal Liberal leader, John Turner, whose name was a lightning rod and a byword in most Canadian homes 12 months ago, was looking confident, competent and thirty in 1989 drew to a close.

**I**n a world entertainment scene dominated by the likes of Bruce Springsteen, Tina Turner and Sylvester Stallone (adapting, respectively, vocal cords, thighs and sword), Canada warmed alone. Canadian culture staggered under the twin blows of criticism in government funding to major institutions such as the CBC and the National Film Board and confusion over whether culture is or is not part of a free trade negotiation with the Americans. The Prime Minister said it was not as the year dwindled down, but by then it was hard to get anyone to take him at his word. At the same time, Canadian culture blossomed under a shower of new books, brewed at home, and such unexpected triumphs as the Standard Press's first-ever American tour.

When historians look for symbols of this year in Canada, they may focus upon the way this nation indulged in a favorite pastime, drinking, after the Americans sent a Coast Guard vessel, *Polaris*, into waters what we claim to be our North, without asking permission. We asserted the world that there was no harm done and then ordered up a half-billion dollar ice-breaker with which to assert ourselves in the future. We will close the icehouse door when we are sure the walrus has been slain.

As January loomed, we had the satisfaction of having survived another 12 months. In the words about of St. Hally's coast press close and so do free trade talks. We cling to faith and bow to fear and hope to survive another year.

Walter Stewart is director of the School of Journalism at the University of King's College in Halifax.



# The Year At Home

**A**s always, there were moments of triumph: a heroic one-legged teenager completing a trans-Canada odyssey to fight cancer, baseball's Toronto Blue Jays winning the American League East division. But 1985 may be best remembered as the year when anything that could go wrong did. In politics, Fisheries Minister Joke Fluke resigned after acknowledging that he had approved the release of a million tons of silt described as rancid by his own inspectors. Defence Minister Robert Coates also resigned over an error of judgment—his late-night visit to a West German night club of dubious reputation. A third minister, Marcel Masse, resigned because of alleged conflict-of-interest irregularities in his Quebec

riding but returned after RCMP officials cleared him of all wrongdoing.

For his part, Mulroney began the year expressing determination to reduce the \$190-billion federal deficit and explore freer trade with the United States. But bitter opposition from senior cabinet forced the government to withdraw one of its deficit-cutting measures, the defalcation of government pensions. Meanwhile, a wave of environmental sentiment in the United States—and fear in Canada about cultural sovereignty—raised serious obstacles to trade talks. As well, Canada's sovereignty was challenged when the U.S. Coast Guard icebreaker Polar Sea passed through the Northwest Passage, creating a debate over control of the Arctic waterway.

In the provinces it was a time of transition as Alberta's Peter Lougheed, Ontario's William Davis and Quebec's René Lévesque were replaced respectively by Donald Getty, Edward Freeman and Robert Bourassa. Another veteran premier, Richard Hatfield of New Brunswick, clung to office despite allegations that he once held a drug party at his Fredericton home.

A drought pushed many Prairie farmers into debt, while in British Columbia forest fires raged and preparations for Expo 86 continued. In Gander a DC-8 crashed, killing 256 people in the worst aviation disaster in Canada's history; in Ontario a tornado killed 12 people. As in so many areas of life in Canada in 1985, the unexpected seemed to become the norm. ☐

U.S. icebreaker Polar Sea; victorious Toronto Blue Jays (right); in triumph and defeat, the unexpected was the norm.



**"I think we have just saved Canadian sovereignty."**

—David Ascham, one of two students who dropped a warning message from an aircraft onto the U.S. icebreaker Polar Sea

**"We had a great season. Write about that."**

—Blue Jays centre fielder Lloyd Moseby

**"Now it's time to go to work. I don't think I've ever been more patient in my life."**

—Marcel Masse after the RCMP cleared him on allegations of questionable election spending

**"I don't understand why he resigned. He did nothing wrong."**

—Elinor dancer Melba O'Neil (not her real name), who entertained Premier de la Roche minister Robert Coates in a West German nightclub

"The key thing about the Mulroneys is that they make you feel better."

—*Janis Johnson, former national director of the Conservative party*

"Not Alberta first — Canada first."

—*New Alberta Premier Donald Getty*

"The one thing that worries me is our inexperience."

—*New Ontario Premier David Peterson*

"I am the custodian of the party—and I intend to exercise those rights for a few years yet."

—*Liberal Leader John Turner*

"We all knelt down and prayed and we just screamed to God."

—*Mary Jane White of Barrie, Ont., whose house was severely damaged by a May tornado*



Vancouver's Expo 86 (above); tornado damage in Ontario; B.C. free: natural disasters, contentious issue



Peter Cerasi (left); Mulroney; Cerasi with Mulroney (right); Bourassa (below left); the Mulroneys; transitions, fears about sovereignty



# The Year Abroad

**I**t was a year of high-stakes diplomacy—and human tragedy on an epic scale. As nations marked the 50th anniversaries of the Sounding of the United Nations, the end of the Second World War and the dropping of atomic bombs on Hiroshima and Nagasaki, a powerful explosion, allegedly the work of Sikh extremists, sent an Air India jet with 329 people aboard plunging into the Atlantic. Bombed-out Beirut became the scene of a tense 17-day airplane hijacking drama. French government intelligence agents sank an anti-nuclear ship, resulting in one death. Four Palestinian commandos drowned an Italian cruise ship off the coast of Egypt—but were later hijacked by U.S. warplanes. And in Malta 69 people died in a shootout between Egyptian commandos and Arab hijackers.

But there were also moments filled with hope. After years of bitter relations, culminating in a series of spy scandals, President Ronald Reagan and Soviet leader Mikhail Gorbachev held a historic summit in Geneva. The result: no substantive agreements but a personal rapport that promised improved relations. And a historic Anglo-Irish treaty gave Dublin a symbolic voice in war-ravaged Northern Ireland.

Meanwhile, Israeli troops withdrew from Lebanon, but the country remained locked in a 10-year civil war. Solutions to the Palestinian problem—as well as wars in Angola, Kampuchea, Afghanistan and Central America—remained elusive. And in South Africa, despite slight reforms in the system of apartheid, over 800 people died in racial unrest. In the Philippines, President Ferdinand Marcos, facing an increased threat from Communist guerrillas, agreed to hold elections, the first since 1981.

Around Africa unprecedented relief efforts—and summer rain—helped to ease a deadly 17-year drought. But other natural disasters quickly captured the world's attention. Two savage earthquakes leveled the core of Mexico City, killing 30,000. A cyclone battered Bangladesh, claiming 10,000 lives. And in Colombia a volcano erupted, burying an entire town and 20,000 people in a wall of mud—a staggering climax to a year in which the world often seemed numbed to tragedy.



**"Princess David,"  
"Princess Diane."**

—President Ronald Reagan's initial attempt to meet the royal couple during their U.S. visit

**"The world is a safer place in which to live. I am optimistic when I look to the future."**

—Soviet Communist Party chief Mikhail Gorbachev after his summit with President Ronald Reagan

**"With defectors, you never get what you appear to see."**

—A CIA official on KGB agent Vasily Tarabanko, who defected to the United States then returned to the Soviet Union

**"The awful bloodbath is upon us."**

—Africanist Boyan Kende, general secretary for the South African Council of Churches

Reagan and Gorbachev (above); Charles and Diana, and (below) hijacked Tsushima; Her sunset rapport, glower in Washington, lover in Beirut, murder in New Zealand





Mexico City leveled by earthquake (above); South African funeral procession (top left); hijacked Achille Lauro off Egyptian coast (top right); explosion volcano off Yarmouth (below left); Protestant demonstrations in Northern Ireland (below right)



**"We have our limits  
—and our limits have  
been reached."**

—President Ronald Reagan, 10  
days before the release of 51 passen-  
gers from a hijacked TWA jet in  
Libya

**"We cannot wait any  
longer. We will start  
killing."**

—A Palestinian leader of the  
Italian cruise ship Achille Lauro

**"We will not allow this  
country to become a kill-  
ing ground for interna-  
tional terrorism."**

—Canadian Deputy Prime Min-  
ister Erik Nielsen, following the crash  
of Air India Flight 182, in which all  
329 passengers and crew died, appar-  
ently after a bomb exploded

**"For water, I drank my  
tears."**

—María Concepción Carmen Sal-  
inas, a victim of the two September  
earthquakes in Mexico City

**"It was like running  
into hell."**

—Red Cross worker in Armenia,  
Colombia after a volcano erupted

# Business

For both participants and observers, the Canadian business world of 1985 evolved into one of the most volatile in memory. It involved spectacular corporate takeovers and sensational bank failures. Indeed, merger mania gripped the business community as companies that were once household words changed hands—and usually names. The supermarket chain Dominion Stores Ltd., which sported a maple leaf as its logo, was sold in February by its controlling shareholder, Conrad Black, to the American-owned Great Atlantic & Pacific Co. of Canada Ltd. and in December the Toronto Investor purchased the majority of shares in England's Daily Telegraph newspaper.

The second-largest deal in Canadian business history was struck in August when the relative Richman family of Toronto purchased Gulf Canada Ltd. for \$2.8 billion. Still, for Bay Street the bloodiest corporate sparring took place when upstart Toronto entrepreneur George Meunier locked horns with Union Enterprises Ltd. of Chatham, Ont., and its Ontario establishment chairman, Derry McKenagh, eventually obtaining control of Union.

Apart from boardroom dramas, there were casualties in Canada's traditionally rock-solid financial system. Truena, begun early when several Western-based trust and mortgage companies either declared insolvency or sought government rescue. Then, on March 25 Ottawa attempted a \$225-million last-minute rescue of the Edmonton-based Canadian Commercial Bank. Five months later Ottawa had to close not only the combat the Calgary-based Northland Bank.

But there were positive developments. For one thing, Ottawa signed energy accords with both the West and Newfoundland. While inflation remained at a relatively low rate of four per cent, the economy grew at an encouraging rate of more than four per cent. Meanwhile, International Trade Minister James Killebrae visited 15 Canadian cities testing public support for trade liberalization as Brian Mulroney and Ronald Reagan set in motion potentially historic negotiations on a free trade accord. That development set the public agenda for the year ahead—if not for the remainder of the century. □



Blaine, Wash., border monument, a precedent setting agenda for Canada's future



McDougall: locked horns, spectacular takeovers, sensational banking failures



Pearl Reichman; Hurlig: corporate sparring and a battle over free trade



External Affairs Minister Joe Clark, Killebrae: testing public support

"I make no apology for the decisions we have taken. I can tell you that I still sleep at night."

—Minister of State for Finance Barbara McDougall after the collapse of the Canadian Commercial Bank

"If we are not careful, we are going to end up with a handful of corporate monsters that totally dominates the economy."

—University of British Columbia professor William Skelton on the state's culture of mergers and takeovers

"There is no reason to suppose that our present confidence will be undermined by an arrangement designed only to secure a continuing exchange of goods and services with the U.S."

—A comment on free trade from the Macdonald royal commission report

"Free trade could spell the end of this country both culturally and politically."

—Canadian publisher Mel Murray

# Entertainment

In 1985 activists returned to the arena—the grandest scale in recent memory—in an unprecedented display of concern, thousands of Canadians gathered in rallies from Halifax to Vancouver to protest federal cutbacks to funding for cultural programs and institutions. Meanwhile, to raise money for such causes as aid for farmers, musicians made records and gave huge concerts for free. The Canadian famine-relief single, *You're Are Not Enough*, alone has so far earned \$25 million. Then, on July 13, Canadian, Australian and even Soviet rockers participated by satellite hookup in Live Aid, the biggest rock extravaganza ever. An estimated 1.5 billion global villagers tuned in to televised performances from more than 60 stars, including Tina Turner, Bob Dylan and Canada's Bryan Adams.

That triumphant event also marked rock's advance into middle age: established veterans performed choruses, enhancing the glimmer of Bruce Springsteen, the blue-jointed idol who during his 15-month international tour donated a total of \$500,000 to local community groups and urged his fans to follow his lead. Springsteen's muscular idealism found an odd counterpart in the year's blockbuster movie, *Bambo*, in which Sylvester Stallone singlehandedly engineered a U.S. victory in Vietnam. Canadian Kevin Kline dominated U.S. critics in *Shogun*. But the domestic films that won acclaim did not include Canada's costliest movie ever, the \$11-million screen adaptation of author Harlan Coben's *Joshua Then and Now*. The big hits were gentle, low-budget delights: *30 Days and My American Cousin*.

The glittering opening of Calgary's \$88-million Centre for Performing Arts exemplified a movement to cultural pride in publishing, long-outdated books from Robertson Davies (*What's Bred in the Bone*) and Peter Newman (Company of Adventurers) won prizes, while publisher Mel Hartup's *The Canadian Encyclopedia* provided a 32-million-word national inventory from A to Z and was to see but the year closed as it had opened, with the prospect that federal restraint policies could deprive Canada's artists from claiming their share of the world's cultural triumphs.



Right: Tina Turner; Left: Bob Dylan; Opposite: good work in the global village



Right: Kline; Newman: world-class performances, a company-town mentality



"They ask me when am I going to slow down, and I tell them I'm just getting started."

—Tina Turner, 46

"When I go out onstage at night, I feel like there's really some thing at stake."

—Rock star Bruce Springsteen

"It was pop music's ultimate day."

—Bob Geldof, who organized the Live Aid concert

"Joshua is the kind of film that Canada can hold out to the world. It is our flagship."

—Frank Jacobs, principal financial broker for the movie based on Harlan Coben's novel *Joshua Then and Now*

"We as a country have a company-town mentality."

—Peter C. Newman, author of *Company of Adventurers*. The book sold 100,000 copies before year-end.



# Deaths



**Hal C. Basso**, 76, isolatedist waterfront union boss who moved to Canada in 1949 from the United States to dissolve the power of the Communist-dominated Canadian Seamen's Union, of heart disease, on Sept. 24, in San Francisco. The former leader of the Seafarers International Union, he succeeded in ending Communist control but was convicted of espionage in the hearing of a Canadian war captain in 1964.



**Konstantin Chernenko**, 71, president of the Soviet Union, of heart, lung and liver disease, on March 18 in Moscow. The Communist Party general secretary was ill for most of his 13 months in power, limiting his impact domestically and abroad but he did preside over a slight thaw in U.S.-Soviet relations when the two sides agreed to resume the nuclear armistice.



**Marjorie Engel**, 64, Toronto author of 12 works of fiction, including the controversial novel *Bar*, which won her a 1976 Governor General's Award, of cancer, on Feb. 18, in Toronto. An advocate of both feminist and literary causes, she was also the first elected chairman of the Writers' Union of Canada.



**Foster Hewitt**, 82, who broadcast Canadian hockey for 36 years, uttering his trademark phrase, "He should be asleep", of kidney complications, on April 21, in Toronto. Hewitt described the play by play of more than 3,000 hockey games on the radio and later on television and was elected to the Hockey Hall of Fame.



**Rock Hudson**, 59, the Hollywood star who epitomized the clean-cut American male, of Acquired Immune Deficiency Syndrome (AIDS), on Oct. 5, in Beverly Hills. Although many will remember him for his 52 films, Hudson became an international symbol of courage for those fighting the deadly disease when he disclosed his condition while seeking treatment in Paris last July.



**Eugene Ormandy**, 86, Budapest-born violinist and orchestra conductor who created a distinctive sound with the Philadelphia Orchestra and then made hundreds of recordings during his 46-year tenure at its maestro, of pneumonia, on March 12, in Philadelphia. Ormandy's sound, with his orchestra throughout the world.



**Karen Ann Quinlan**, 31, 10 years and two months after she fell into a coma, of pneumonia, on June 11, in Morristown, N.J. She was the subject of a successful, precedent-setting right-to-life appeal filed by her parents in the Supreme Court of New Jersey in 1976.



**Sir Michael Redgrave**, 77, the widely acclaimed British film and stage actor, of Parkinson's disease, on March 21, near London. His first movie was Alfred Hitchcock's *The Lady Vanishes*. He acted in 25 films, including *The Boneless Woman*, *Battle of Britain* and *The Go-Between*, but in his 1983 autobiography, *In My Mind's Eye*, he said that he preferred stage work.



**Francis Reginald Scott**, 85, Quebec's longest spent in the establishment of the Co-operative Commonwealth Federation (CCF), the predecessor to the NDP, after a long illness, on Jan. 26, in Montreal. A strong defender of civil rights and a former dean of the McGill University law school, Scott helped shape the course of modern Canadian politics, law and literature.



**Samantha Smith**, 13, the American seventh-grader whose letter to the late Soviet leader Yuri Andropov resulted in her goodwill mission to the Soviet Union in 1983, in a plane crash near Auburn, Me., on Aug. 25. Andropov invited Samantha and her parents to visit the U.S.S.R. after she wrote asking assurances that the Soviets would not start a nuclear war.



**Orson Welles**, 50, the American filmmaker, writer and actor who in 1938 persuaded many North American listeners with his convincing radio dramatization of *The War of the Worlds*, which led thousands to believe that Martians had landed in New Jersey, of a heart attack, on Oct. 16, in Hollywood. At 26, he starred the film *War with General Kane*, which many critics regard as the greatest movie ever made.



**Elwyn Brooks White**, 86, the American writer and editor whose works included essays, poems and such enduring children's fare as *Charlotte's Web* and *Stuart Little*, of Alzheimer's disease, on Oct. 1, in North Brookline, Mass. White was admired for a clear and precise literary style, which he set out in his revision of the textbook *The Elements of Style*.



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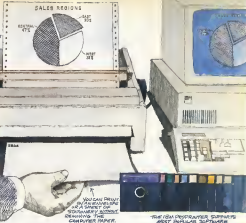


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## MEDIA WATCH

# A high-tech fix for Fleet Street

By George Bain

According to Audit Bureau of Circulations figures current in midsummer, 1,280,127 people on average took the Daily Telegraph—more than Britain's other so-called "quality" national newspapers. The Times, The Guardian and The Financial Times could claim together I don't know about other Telegraph buyers, but a voracious 1,280,128th reader was jelled into full wakefulness over his eggs and bacon in Cambridge one July morning to find on the paper's first editorial page a letter, 20 solid inches of type, that began, "This newspaper, you may have noticed, is not very well printed." It was signed "Michael Hartwell." It is not often that newspaper proprietors tell subscribers what is in front of them on a page as small and Lord Hartwell has been chairman of the Telegraph for 38 years.

His letter, addressed "Dear Reader (and Friend)," and the Telegraph was as the way to having "the most modern plant in Europe." It would incorporate what newspaper people call "the new technology"—computerized typesetting and page makeup by photocomposition. Consequently, "we have had to find more than £100 million of fresh capital." That's where Toronto financier Conrad Black first came in for 14 per cent. What Black has gotten into, now with both feet as majority owner since last week, is not just an overstuffed, old-fashioned newspaper with declining sales but an industry in upheaval. Indeed, renewal is standing Fleet Street on its ear.

Thanks to the burgeoning revolution, I have at hand the anecdote that that, in the early 16th century, the average rate of indoor and outdoor servants and knaves-on in English alms was eight, seven and six respectively. Edward Pearce produced it last June in an Economist article to cast light on present circumstances. Newspapers, he said, were being "dragged down with grotesque wage bills and a degree of overmanning which would have done credit to the alms houses of good-natured English monasteries." Earlier, the Economist had made the same point differently. "British national newspapers," it said, "are so used to behaving as a sunset industry they find it hard to see themselves as a sunrise one. For present, better and workers have had a tacit conspiracy to cheat their shareholders of profit

and their industry of innovation."

In both those articles and in every Fleet Street conversation on the turmoil in the national press one name comes up—Eddie Shah. (It may be indication of how recently Shah has become a name to conjure with that while his name is in the Economist it is Eddie in The Economist and both on one page in an issue of The Times.) Properly it is neither. Selim Jehane Shah is the 41-year-old son of an Iranian father and an English mother. Before 1972, when he set up three free-small weekly, he had worked on the production side in films and TV. By 1982 his Messenger group, with headquarters near Liverpool, had a £10-million turnover. Now, having raised capital from diverse sources including the Hungarian state bank, he is poised to bring out, next March, a new national daily that sits between the Fleet

**'Bosses and workers  
had a conspiracy to  
cheat their shareholders  
of profit and the  
industry of innovation'**

Street, about 15 pence costed and 30 pence second sale.

The fix is easily explained. Eddie Shah's new paper—he has three names patented, but is believed to be leaning to Today—will be cheaper, at 17 pence (24 cents), than the other national dailies, which cost 20 and 25 pence. As well, 16 of a probable 48 pages will carry color to attract an audience reared on television—and, of course, advertisers. His ad rates will be cheaper. Fleet Street's usual-for-enquiries ad rates for a color page for £20,000. He says his paper will break even at 200,000 copies, he is promising advertisers 700,000 daily to begin with and he thinks the potential is 2.5 million copies. What such figures imply may be gleaned from The Economist's calculations that, on sales of 700,000 per cent of revenue from advertising, pretax profits could approach \$40 million—or a 116 million chart of the combined pretax profits of Fleet Street's nine dailies and its eight Sunday newspapers.

Fleet Street's more plausible feelings arise from the fact that everyone knows newspapers can't continue to

look away from cheaper and more efficient production. What everyone also knows is that the newspaper unless are going to raise money well—and that there is merit in having Shah to lead the way. The extraordinary referred to by Edward Pearce in Economist has been a joke for years—no one serious on the payroll who and only do not work but may not exist. When Lord Hartwell referred to his paper, as not being well-printed, he went on to speak of "spelling mistakes and lines in the wrong place." It is generally accepted that not all those mistakes are mistakes, some are related to contract provisions for extra pay for corrections which managements tolerate rather than incur the cost of getting a wholly clean paper. Managements have tolerated letterbidding for another reason: newspapers that are costly to run don't invite outsiders to jump into the market—the meaning of The Economist's reference to a "tacit conspiracy."

Now, like it or not, they have Eddie Shah. Shah took on the National Graphical Association at Wolverhampton and beat the printers on the picket line and in the courts. His new paper will have just two unions—the National Union of Journalists in the newsroom and the Electrical, Electronic Telecommunications and Plumbing Union elsewhere. There will be no strike agreements. Disputes will be settled according to predicable arbitration, an arbitrator will pick the last offer of one side or the other, an arrangement calculated to encourage moderation by both sides. Shah will ship his paper in his own trucks to avoid the danger of secondary boycotts by railway unions. And 19 per cent of shares in the newspaper will be offered to staff. The new paper contemplates a staff of about 500, of whom 100 to 150 will be reporters and editors. The Telegraph, larger, but not that much, has a production staff alone estimated at 2,000 which it will try to get down to a still-inflated 1,200 by offering early retirement at a total cost of more than \$75 million.

Paul Johnson, The Spectator's media watcher, wrote last May that if Shah's paper succeeds, the rest of the newspaper industry "will have to introduce the new technology and demanding in a hurry, with unforeseeable consequences." He added, "I cannot wait to see what a mess Eddie Shah will make of the world." He might now add a word for Conrad Black.

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Sheep among the Masai. Linoges porcelain, a Danish wolfhound and a mythical relationship with the African landscape

## FILMS

# Civilized love in an untamed land

OUT OF AFRICA  
Directed by Sydney Pollack

"I had a farm in Africa, at the foot of the Kong Mountains. So begins the haunting message of her 98 years running a coffee plantation in Kenya. The book itself was written under the pen name of Dinesen by the Baroness Karen Blixen, long after she returned to her native Denmark in 1918. Crafted with extraordinary grace, *Out of Africa* chronicles her almost mystical relationship with the African landscape and her growing understanding of the natives who worked for her. It also dealt with her friendship with an English adventurer named Denys Finch Hatton. The movie version focuses on that relationship, turning it into a classic Hollywood romance and thus ensuring Meryl Streep and Robert Redford as its stars. Despite that, *Out of Africa* is an intelligent and highly watchable film.

Karl Lueder's screenplay is often laconic, sharp and witty. Wisely, it retains the essential quietness of Dinesen's own voice in the narration. Director Sydney Pollack manages to capture

much of the beauty of the African outdoors while he tells her fascinating story. Blixen arrived in Kenya with her Linoges porcelain, a Danish wolfhound and cultural arsenal. She had married the Baron. Her sister, Ellen Marie Blixen, later wrote for his life, he, in turn, had married her for her money. But the lion soon grew tired of farming and anguished his wife. Blixen started her plantation, integrated herself with the Kikuyu tribe that lived on her land and fell in love with Africa.

Still, the lonely Blixen's friendship with Finch Hatton became a welcome relief. Together, she and the Englishman explored their love of fine wine, Mozart and the art of conversation; that there is no firm evidence is anything that Dinesen wrote that she and Finch Hatton were lovers. Dinesen's memoirs described their conversations rather than recording them. By contrast, the film's lengthy dialogues pall, especially when the pair waxes about "need" and "want." Meanwhile, Blixen's shrewd, sensual servant, Paa (Makhi Bawa), and other employees get short shrift.

Adapting *Out of Africa* to the screen

inevitably means focusing on Dinesen/Blixen herself. As Streep plays her, trying on a variety of accents as though they were hats, the compromised but more Dinesen becomes an ice maiden. And her comic timing is off, often missing Dinesen's droll perspective on life's hardships. Only in one moving scene, when she drops to her knees and begs the new British governor for some land on which her Kikuyos can live, does the hint of Dinesen shine through. As Finch Hatton, Redford gives a plausible performance as a man who is masculine yet sensitive, brave yet sympathetic.

Kenya itself outshines both stars. Cinematographer David Watkin skillfully evokes Dinesen's Africa: clouds that, as the writer herself put it, are "purple, floating masses" and the "blue air." In her book's last image of Africa a departing Dinesen describes "the outline of a mountain slowly smoothed and levelled out by the hand of distance." But in the movie version of *Out of Africa*, that hand of distance is Hollywood, behind which Dinesen's own landscape sadly recedes.

—LAWRENCE O'TOOLE



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**SPACE**

## The planning for Mars

The latest Soviet space mission ended unexpectedly. On Nov. 30, three cosmonauts returned to Earth from Salyut-7, a space station which nine manned expeditions have visited since 1982. And in soon as their Soyuz-T-14 spacecraft touched down in Soviet central Asia an estimated two months earlier than planned, science

successes. Last June the Soviets dispatched a special two-man crew to repair the space station. Said Sigmund Oberg, a U.S. expert on Soviet space activities and a contributor to the U.S. science magazine *Omni*: "Six months ago they thought the station had broken down. They were able—to their surprise—flying and repair work—to recover it."

Jeffrey Marder, editor of *The Space R&D Alert*, a New York magazine which covers international space technology, speculates that the Soviets may have shunned publicity because they are planning a manned expedition to Mars. For one thing, the round trip would last at least two years, and the Soviets have been conducting studies about the effects of long-term weightlessness. In 1984 a three-man crew—including a specialist in space medicine—spent 24 weeks on Salyut-7. Said Oberg: "If it was your intention to send men to Mars, you would be doing what the Soviets are doing."

But the obstacles are considerable. Scientists say that after a year in space the body's weight-bearing bones might start losing significant amounts of calcium each day. As a result, after a two-year mission, bones could be so weak that they might snap under the pressure of re-entry into the Earth's atmosphere. And a 1978 U.S. study suggested that this loss might be partially reversible.

Meanwhile, the U.S. National Aeronautics and Space Administration is also studying the feasibility of manned flights to Mars. Indeed, one purpose of NASA's proposed space mission, scheduled to be deployed in the early 1990s, would be to study the effects of weightlessness. But Marder says that the Soviets have a substantial lead. Said Marder: "They are far ahead of us in their understanding of what men can and cannot do."

—KEVIN MCCREARY in Toronto



**Cosmonauts: weightlessness and calcium loss**

commander Vladimir Vasyurin, 33, who had spent two months in space, was flown to a Moscow hospital. Although the Soviets remained silent about the nature of Vasyurin's illness, it was the first space flight aborted for medical reasons and the latest in a series of setbacks for the Soviet space program. In late 1983 a Soyuz-T spacecraft destined for rendezvous with Salyut-7 exploded on the launch pad, and the two-man crew had to eject to safety. And while Salyut-7 orbited without a crew last winter—the station is not permanently manned—the Soviets lost touch with it for about six months after technical failures.

Still, U.S. experts say that, although the Soviet Union has refrained from publishing its space program, the technical problems must be considerable

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## Brief encounters

THE JEWEL OF THE NILE  
Directed by Louis Mankiewicz

Last year's hit comedy *Remington* the show chronicled the adventures and the selfishly love affair that transformed Joan Walker (Kathleen Turner) from a dowdy romance novelist into a heroine right out of her own writings. As *The Jewel of the Nile* opens, six months have passed since Joan rolled off with her lover-adventurer, Jack Colton (Michael Douglas), and there is trouble in paradise. Jack is unable to make an emotional commitment to Joan, who, disillusioned by the disintegration of their affair, cannot complete her latest love story. Then an assignment to write the biography of a would-be emperor, Caesar (Sparto Foss), takes Joan to a North African kingdom, setting the stage for a clever Hollywood sequel.

But Joan's more subject is actually a dangerous dropout who has imprisoned the country's popular hero men (Kevin Costner). Meanwhile, Jack and a belittled little crook, Ralph (Dennis Dwyer), arrive, hot on the trail of the mysterious "Jewel of the Nile." Mankiewicz through the film, they realize that the jewel is the holy man himself.

The bigger mystery is why Douglas, who produced both movies, used Mark Rosenthal and Lawrence Konner, instead of Remington's vetted Brian Thomas, to write the script. Except for Remington's performance, *The Jewel of the Nile* is unimpressive. Indeed, Douglas fails to offer the single element of a good sequel more of the same.

—MICHAEL JENSEN

SPIES LIKE US  
Directed by John Landis

Stumbling their way to the brink of a third world war, Dan Aykroyd and Chevy Chase star in *Spies Like Us* as a pair of American intelligence agents recruited from the basement ranks to act as decoys in a spy mission behind Soviet lines. The over-the-top Aykroyd plays straight man to the expansively smug Chase, while the beautiful Debra Dineen (Aykroyd's real-life spouse) serves as aural decor for a story whose plot is considerably thinner than its production values.

The film-makers have taken pains to cite reason, in gaudy cutaways, to incite the minds of Morocco double as Pakistan, the streets of Norway serve as Afghanistan. As the pair traipse



Chase, Aykroyd with satire on target

through the scenery, *Spies* satirizes a panorama of movie clichés—from the orchestral ranges of the score of De D'Arno to the military madness of *The Strangers*.

Although the humor is sophisticated, the satire is often on target. Gen. Sizer (Steve Forrest) operates as a well-grounded command post barked deep beneath an abandoned down-in movie lot. The movie screen falls down, giving way to reflector dishes with rim out of the ground as Sizer issues the order to display a new laser-activated defense system. "Bring all the birds into final bomber mode."

Knocking out *Spies Like Us* provides wit commentary on U.S. President Ronald Reagan's Star Wars project. But Aykroyd's partnership with Chase lacks chemistry, especially when compared with the comic pyrotechnics of his collaboration with the late John Belushi. The result is that their humor rarely crosses the border from amusement to hilarity.

—BRIAN J. JOHNSON

THE COLOR PURPLE  
Directed by Steven Spielberg

After Walker's Pulitzer Prize-winning novel, *The Color Purple*, told the story of Celie, who is "black, poor, ugly and a woman"—or is she?—sustainably, vividly, poetically, "realistic." Yet Celie has an inner beauty, and the book memorably portrays her self-discovery. Written as a

series of letters, first to God and then to her sister, Nettie, a missionary in Africa, *The Color Purple* is a dove-to-earth fairy tale. But Steven Spielberg's adaptation rewrites the story, adding a sappy musical score and pastel cinematography. Gone are the rhetorical black Georgia dialect, the poverty and the coarse language. What remains is a sanitized version of Walker's painfully moving account—made ineffective for popular consumption.

As Celie, Whoopi Goldberg is more of a suspicion than a simple woman. Albert (Danny Glover) beats her up and hides Nettie's letters from her. Then Celie's lifelong aversion to the person of a blues singer, Shug Avery (Margaret Avery), is a far cry from the original. Through Shug, Celie finds the strength to become her own person and leave Albert. But apart from one romantic scene the viewer barely knows that Celie is a lesbian, and there is no suggestion that she and Shug become lovers. By refusing as much as he does, Spielberg creates problems in the storylines. Characters in the movie emerge unexpectedly, with passion and interests for which the audience is totally unprepared.

*The Color Purple* is the story of one woman's growth against insurmountable odds. But Spielberg glosses over his heroine's transformation. Instead, he has concentrated on making his movie pretty and palatable—betraying *The Color Purple* into shades of lavender. —L. OTT

### MACLEAN'S BEST-SELLER LIST

#### Fiction

- 1 *The Mammoth Hunters*, Axel (3)
- 2 *Shamus*, Macomber (3)
- 3 *The Breadmaker's Tale*, Atwood (3)
- 4 *Conquest*, Saper (3)
- 5 *What's Bred in the Bone*, Jones (3)
- 6 *The Red Fox*, Hyde (3)
- 7 *Scorpio*, Reed (3)
- 8 *Lucky*, Collier (3)
- 9 *Shattered Cross*, Kemp (3)
- 10 *Break It, Friends*, Hall

#### Nonfiction

- 1 *Straight from the Heart*, Clifton (3)
- 2 *Company of Adventurers*, Newman (3)
- 3 *Lawrence, Lawrence with Menck* (3)
- 4 *Nature*, Saper and Jones (3)
- 5 *The World of Robert Bresson*, Kemp (3)
- 6 *Elvis and Me*, Presley with Harmon (3)
- 7 *Dancing in the Light*, Macomber (3)
- 8 *Mid East*, Debra (3)
- 9 *Black Panther*, Macomber (3)
- 10 *The Selected Journals of*, L.M. Montgomery.

Edited by Brian and Patricia  
List position last week

# Introducing seven different ASCII displays...

in one.

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- Lear Siegler ADM-3A\*
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FEATURES	3161	3163
Screen's Character	25 x 60	25 x 60
Double-sized chars	No	Yes
Line drawing chars	24	24
Vertical scroll	Jump	Jump / Smooth
Redefinable Function keys	24	24
Windowing	No	Yes
Partitioning	Basic	Very/More

Call IBM Canada Ltd., at 1-800-465-6600 for more information.



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# Red ink and Toronto's Lord Black



By Allan Fotheringham

If there is one thing this waning department thinks, it is a ship who can adjust his aim. Some of us, told that the torpedoes are off the menu, can switch to carrots instead. A tale as flat? Take this lot to work instead. These are the mighty chosen most of us have in life. Not Lord Black, my opinion, the chosen are more global. When he can't become a posse baron in one country, he simply goes off and buys another country. Not exactly a country, I suppose, but purchasing the London Daily Telegraph, the largest-circulation quality newspaper in Britain, is roughly equivalent to grasping that tight little island by the short and curlies. You must be told something about The Telegraph and about Mr. Black.

The Anglican church on that sceptered isle has been defined as the Conservative party at prayer if so. The Daily Telegraph is its Bible. It sees up the Tory middle class, especially anyone who lives on the land. There have been marketing surveys to see if it could be pruned as tawdry rather than aristocratic. Its star political columnist could not be axed anything but his name, which happens to be Peregrine Worsthorne.

It's gone wisdom on Fleet Street that if you want the real dirty stuff, the details about the dodgy bits, you don't buy the shiny Sun with its burlesqued mistakes, not The Daily Mirror, not The News of the World, also known as the Nudes of the West. What you do when any juicy scandal comes up is buy The Daily Telegraph. Tawdry, buried in its daily cry of crime in voluminous detail, are all the secrets about the court charges pertaining to the river and the chorboys, the headmaster and the games mistress. The sharpened title ladies who form the base of the Telegraph circulation know what they like, and its constant editors never disappoint them.

As mentioned, once denied a baffle in one country, Conrad simply switches to another. A terribly literate man with a lovely handwriting is a columnist for Southern News.

a taste for power that goes back to when he was 6, he worships Napoleon and owns a string of absolutely dreadful little papers in obscure corners of British Columbia. That is only because he couldn't land larger fish. Making money has always been a trivial bother; he vowed to become a multimillionaire by age of 30 and hit it early. Now all of it, his main interest is becoming a peer lord. The use of those strange rich men who is sort of a press club gossip. His friends include Toronto Globe and Mail London correspondent John Fraser and the old Brian Stern.



art, with whom he shared school backgrounds, and the Montreal Gazette boulevardier Nick Atter Marx, whom Black likes, not because of a similar radical approach to life—one plus, the other levity.

Black's dream, when he wasn't playing dice with the Angus Corp's bids and games on Bay Street, was to grab The Globe and Mail, Canada's "national newspaper," which betrays its need by refusing to put a Toronto headline on its local stories. He was beaten out on that one due to the North Sea oil money of Lord Silverpoon, sometimes known as Ken Thomson. We will never know, perhaps, whether he was the secret reader behind the suspected takeover bid this year of the Southern newspaper group—an apprehended by Jack Fogeloff when Southern formed a friendly alliance with The Toronto Star.

So here we have the messianic, in the dying days of 1985. The Thomson money has The Globe and Mail, Southern

has stubbornly protected its family name and tradition. The Toronto Star, of Edward Heilbrich fame, is such in a trust that cannot be mutated. By accident, had his childhood dream seemed as pressing as he is Canada.

So? So we do what history has dictated. History dictates that despised colonialists, once infinitely emboldened and enriched, return to ravage the new-entrants. Another Canadian, Britain has never recovered from the First World War, the flower of its youth left dead in French trenches. The grasping Beaverbrook, late of exulting Frederickton, found it easy to lay waste Fleet Street, because Canada's most dynamic war minister and turn his Daily Express into the most jingoistic propaganda machine lovely London has ever seen. The senior Lord Thomson, who shamelessly paraded his title and bought The Times of London, had neither the political brains nor skills of Beaverbrook, but he had a counting-house mind and the laudable knowledge that Britain had lost its bells—certifiably so when it was so easy to buy a seat in the House of Lords.

The vulgar Rupert Murdoch, from all places, Australia has simply robbed it in, pecking up The Times from the bed-up Thomson and installing it recent weeks as editor a former University copy boy whose demeanor and language makes Jack Webster appear as Mother Teresa.

So here we have it. Colonial Beaverbrook snatched Fleet Street with his energetic backwoods ways, not bawling about endless wonder properties. Colonial Thomson simply walked in with a chequebook, not bawling about table manners. Colonial Murdoch, who was sent to Oxford by a rich father and so learned legitimately to drink the English, marched into London with jackboots and stepped on all of them.

And now? Bay Conrad, more brilliant than almost all of them, a man who talks as well as William P. Enslin Jr. and is several times richer, is about to achieve his aim: purchase a tale that will make him Lord Black of Red Ink.





There's vodka.  
And then there's Smirnoff.



*The difference is pure smoothness.*